

# The Hongkong Telegraph

WEATHER FORECAST  
CHANGE.  
Barometer 29.77

(ESTABLISHED 1851.)  
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September 20th, 1912, Temperature a.m. 74, p.m. 78; Humidity...85, 88.

September 20th, 1911, Temperature a.m. 70, p.m. 81; Humidity...84, 82.

No. 8897

庚子年八月十一

SATURDAY, SEPTEMBER 21, 1912.

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## TELEGRAMS.

### KING GEORGE.

#### MAY VISIT AFRICA.

Router's  
[Service to the "Telegraph"]  
London, September 20.  
The "Pall Mall Gazette" says it is believed that His Majesty the King has provisionally accepted an invitation to visit South Africa in 1914. The trip is expected to include a visit to Rhodesia, where there will probably be a special occasion worthy of the Royal visit in connection with the change in the status of that territory.

#### NO INVITATION.

Later.  
His Majesty's Secretary, interviewed by a Router's representative, stated that the King had received no invitation to visit South Africa.

### MANŒUVRE LESSONS.

#### AEROPLANE LIMITATIONS.

London, September 20.  
Officers at the manoeuvres ridicule the suggestion that aeroplanes caused a "stalemate." An interesting point elicited at a conference of the Generals was the admission of General Haig, commander of the invading army, that the aeroplanes were unable to locate a whole division of 12,000 men, and horses, whose march, under General Grierson, the commander of the defending army, starting under cover of darkness, was concealed by hugging the hedgerows and woods. When the sound of an aeroplane was heard, the men sought cover. Nevertheless the new arm proved most valuable owing to the extent, speed and accuracy of the reports.

#### INCONCLUSIVE.

Later.  
The discussion on the part taken by aeroplanes in the manoeuvres still continues. There is now a tendency to regard the performances as inconclusive on the ground of the regulations forbidding opposing machines to approach one another, while in actual warfare they would constantly attempt to destroy one another with the view of thus preventing the aviators from obtaining information.

#### SOME URGE THAT THE REGULATIONS IN FUTURE SHOULD PROVIDE FOR AIRCRAFT GETTING CERTAIN POSITIONS TO PUT THEIR OPPONENTS OUT OF ACTION.

### AIRSHIP WRECKED.

Later.  
The Army airship Gamma, returning to Farnborough from the manoeuvres, alighted at Devizes owing to a strong wind, and collided with a haystack.

#### THE AIRSHIP WAS WRECKED AND THE OFFICERS ABOARD HAD NARROW ESCAPES.

### NORWAY'S WELCOME.

London, September 20.  
The British squadron has arrived at Copenhagen and has been much feted.

#### A SENSATION WAS CAUSED BY THE SIMULTANEOUS VISIT OF THE GERMAN AIRSHIP HANSA FROM HAMBURG, COMMANDED BY COUNT ZEPPELIN.

#### THE AIRSHIP DID NOT FLY OVER THE SQUADRON, BUT AT THE REQUEST OF THE DANISH AUTHORITIES IT LANDED FOR HALF AN HOUR, AND THEN STARTED ON ITS RETURN VOYAGE TO HAMBURG.

## TELEGRAMS.

### SWIMMING.

#### WORLD'S RECORD BROKEN.

Router's  
[Service to the "Telegraph"]  
London, September 20.  
Hatfield broke a world's record by swimming the 1,000 yards at Glasgow in 13 minutes, 22 3/5 seconds.

### RUSSIAN FOREIGN MINISTER.

#### ARRIVES IN LONDON.

London, September 20.  
M. Sazonoff, the Russian Foreign Minister, arrived at Victoria Station to-day and was received by the Russian Ambassador and representatives of Sir Edward Grey from the Foreign Office.

#### AN INCIDENT.

At the moment of the arrival a man rushed up to the carriage flourishing a placard and shouting: "Clear out of Persia! Down with Russia!" He was immediately seized by detectives.

## THE CHINESE REPUBLIC.

### TIBETANS WANT PEACE.

#### (From Chinese Sources.)

Peking, September 20.  
The Dalai Lama has asked for peace. President Yuan intends to appoint Wan Chong-hang as Peace Commissioner.

#### ONLY REPUBLICANS.

The Chinese residents abroad have telegraphed to the Central Government opposing the sending abroad of ex-officials of the Manchu Government as Chinese Ministers, as they are considered a disgrace to the Republic Government. "Shat Po."

#### POLICE ATTACKED.

Shanghai, September 20.  
The police in Peking, owing to their strict enquiries into the exposure of the Government's secret methods by the Press, have been severely attacked by General Huang Hsing and Chang Ping-lun. The police have now decided to lay a complaint on the matter before the State Council.

#### REVOLUTION ANNIVERSARY.

President Yuan has despatched Tang Fa-lung to Hupeh in connection with the making of preparations for the celebration of the anniversary of the outbreak of the Revolution.

#### SALT TRADE.

Chang Hin has suggested to the Government means of re-organizing the salt trade. He advocates raising the price of salt by four cash per catty.

#### INDIGNANT STUDENTS.

Yim Fok, Warden of the College at Peking, has been arrested by the police while on his way back to Peking from Tientsin, opium being found in his possession. The students are extremely indignant and are trying to persuade Yim to resign. "Shat Po."

#### MANŒUVRES.

Shanghai, September 20.  
Vice-President Li has proposed the holding of autumn manoeuvres in Hupeh. "Sai Kai Kung Yik Po."

#### RUSSIAN ANARCHY.

Shanghai, September 20.  
It is reported that Russian anarchists have risen against the Russian Government. The troops stationed at Hei-lung-kiang have been recalled. "Sai Kai Kung Yik Po."

## TELEGRAMS.

### THE RAILWAY DISASTER.

#### SOME OF THE KILLED.

Router's  
[Service to the "Telegraph"]  
London, September 20.  
Among those killed in the railway disaster at Ditton, Lancashire were the following:

Mr. and Mrs. Roby, of Rainhill.  
Mr. Sherwin, Holaby.  
Mr. Cordello, Liverpool.  
Mrs. Marshall, Liverpool.  
Mrs. Thomas, Liverpool.  
Miss McArdle, Liverpool.  
Miss Owen, Liverpool.  
Miss Lloyd, Liverpool.  
Mr. Poole, St. Helens.  
Mr. Garner, St. Helens.  
Mrs. Rees, Abergole.  
Mr. Hughes (driver), Llandudno.  
Mr. Lunn (fireman), Llandudno.

### THE PIRATES.

#### Macao Portuguese Sail for Vong-Cam.

News comes to hand that a large Portuguese force, including infantry, armed police and the body of men locally known as the Civil Guard, equipped with machine guns and plentiful ammunition, marched out of their respective barracks at Macao yesterday morning at dawn to the Naval Stone pier in the Inner Harbour. At first it was thought that the men were merely out on manoeuvres, but we are now able to state, on the best authority, that they were embarking for the islands within the Dependency with the sole view of routing out the pirates situated in those quarters.

Quite a fleet of Portuguese launches awaited the troops and, when these had embarked, the boats at once made steam for the island of Vong-Cam which is close to Taipa and Colowan. The combined forces were under Captain Canavarro who was for fourteen years Commandant of the island of Taipa.

The "Macao."  
No sooner had the flotilla set out from the Inner Harbour than it was immediately taken under escort by the Portuguese gunboat "Macao," which is to have part in the operations to be conducted round about the Settlement.

Hitherto, as our readers are aware, Colowan has enjoyed the reputation of being the principal stronghold of the piratical hordes that are the ornaments of the Canton Delta, but of late the island of Vong-Cam has shown itself an excellent second in this respect.

It is believed that at present a very large gang of pirates has sought shelter in the latter island, and therefore this Portuguese force has been despatched with a view to their entire extermination. Speaking under correction, we believe that a force of Chinese troops has joined—or is about to join—with the Portuguese in this admirable work. That the Portuguese are already getting to business borne out by the fact that last night the search-lights from the "Macao" (which was then lying off the three islands) were seen playing on what is probably the hiding-place of the pirates.

Up till now, no captures or casualties are reported to the head quarters at Macao, but it seems more than likely that, by the time Captain Canavarro has finished his operations, he will make as clean a sweep of Vong-Cam as the Portuguese did of Colowan four years ago.

Understanding between Chinese and Portuguese.  
If our surmise as to the Chinese troops' taking part in the affair be a correct one, we can regard the

## TELEGRAMS.

### THE TURK.

#### CESAREWITCH BETTING.

Router's  
[Service to the "Telegraph"]  
London, September 20.  
The betting for the Cesarewitch Stakes, to be run on October 16 at Newmarket, over a distance of 2 1/2 miles, is as follows:—

100 to 8 agst. Boscadden.  
100 to 8 " Tara.  
100 to 8 " Ulmus.  
100 to 7 " Irish Marine.  
100 to 7 " Papaver.  
100 to 6 " Toollos.  
100 to 6 " Bryony.  
100 to 6 " Lady Eileen.

#### CAMBRIDGESHIRE STAKES.

The betting for the Cambridge Stakes, to be run over a distance of one mile one furlong at Newmarket on the 30th inst., is:—

100 to 7 agst. Brancepoth.  
100 to 6 " Polkerrie.  
25 to 1 " Mordred.

amalgamation as one of the first forward steps in connection with the amicable relations recently entered into between Governor General Wu Hon Man (through his Commissioner of Foreign Affairs) and H.E. the Officer administering the Government of Macao. These relations are summed up in the following clauses which we reprint from the "China Outlook," and which it is reported, are now to be recognised between the two Governments:—

1. Both the Republican Government and the Government of Macao will each despatch soldiers to search the islands near Macao and root out the robbers and pirates who are in hiding there.

2. If the pirates should take refuge in one country, when the other's soldiers are pursuing them, the soldiers of the pursuing party shall first consult with the official authorities of the territory in which the pirates have taken refuge, that they may co-operate in securing them and for the purpose of preventing a conflict between the troops of the two countries.

3. If the pirates or robbers are seized in the conduct of a raid, they shall be sent to Canton for trial and punishment.

4. This agreement has been made purely in reference to pirates and robbers, and nothing in this agreement shall be taken to alter or affect the question of boundaries in dispute between the two contracting parties.

### SMUGGLING OF ASIATIC LABOUR.

In view of Mr. Gabriel's statement on page 4 to-day the following is especially interesting:—  
Washington, August 16.—It became known to-day that the American Federation of Labour was instrumental in having inserted in the bill to create a commission on industrial relations, an amendment call for an investigation of the smuggling into the United States of Asiatic labour. The Federation, it is understood, has had a man for three years investigating this question on the Pacific Coast and in various islands of the Pacific, and it is desirous of turning over to the new commission the information which it has collected, with a view of securing legislation making the immigration laws in this respect more strict.

The bill as amended in the Senate yesterday will probably pass the House this afternoon. President Taft has intimated to those who have been interesting themselves in the measure that he will appoint the members of the commission after consultation with the Committee on Industrial Relations of which Samuel McQuinn Lindsay is chairman.

## TELEGRAMS.

### THE SUGAR CROP.

#### EUROPEAN ESTIMATES.

Router's  
[Service to the "Telegraph"]  
London, September 20.  
The estimates of the coming European sugar crops are light, placing the total yield at 8,515,000 tons.

### ULSTER DETERMINED.

#### WILL HESITATE AT NOTHING.

London, September 20.  
Sir Edward Carson, after addressing an assemblage of 20,000 at Lisburn, read the Ulster covenant, and said he hoped it would form the basis of an organised resistance on which the Unionists might have to decide if the Government continued its fatuous and nefarious policy. He and his associates would hesitate at nothing in defence of Ireland. The members of the Unionist Club, armed with dummy rifles, presented arms on Sir Edward Carson's arrival, and the members of another Club turned out in khaki uniform.

### CHURCH SERVICES.

St. John's Cathedral, Hong-kong, 22nd September, 10th Sunday after Trinity. Holy Communion (8.15 a.m.). Matins 11 a.m.: Responses, Ferial; Venite; Dyce; Psalms, Crotch; To Deum, Woodward; Smart; Turle; Benedictus; Troutbeck; Hymns, 221, 260, 215. Evensong 5.45 p.m. (Full Choir) Responses, Ferial; Psalms, of the 22nd evening; Magnificat; Nunc Dimittis; Barby in E.; Anthem, "Love not the World." Sullivan; Hymns, 530, 477; Sevenfold Amen.

Union Church, Kennedy Road:—Preacher, Rev. C. H. Hickling:—11 a.m. Worship, Hymns 215, 245, 289, 243, Chant 50. Subject, Character in Friendship; 6 p.m. Worship Hymns 1, 429, 103, 230, 351. Subject, Capital for Business.

St. Andrew's Church Kowloon:—Holy Communion 8.00 a.m.; Matins 11.00 a.m.; Evensong 6.00 p.m. Rev. N. C. Pope M. A. Sunday 22nd September 1912: Morning Service Hymns 35, 267, 540, 260; Venite. Dyce. Psalm CXLII Crotch. To Deum. Russell Jones and Pye; Benedictus. Langdon. Responses. Ferial. Evening Service; Hymns, 103, 200, 477, 31; Psalms, LVIII. Russell. OIX Smart and Good-enough; Magnificat. Woodward (13th Morning); Nunc Dimittis. Haverall (7th Evening) Responses Ferial; Vesper Hymn.

St. Peter's Church, West Point:—Morning Prayer and Sermon, 11 a.m. Evening Prayer and Sermon, 6.15 p.m. Holy Communion, 7.15 p.m.

Seamen's Institute, Gospel Meeting, 8 p.m.

Garrison Divine Service:—Church of England, Victoria, Cathedral, 9.15 a.m.; Chaplain; Detention Barrack, 8.30 a.m.; Chaplain; Church of England, Stonecatters, Barracks, 11 a.m.; Chaplain; Church of England, Military Hospital, Bowen Road, 6 p.m.; Chaplain; Church of England, Lyemun, Barracks, Under Orders, Senior Officer; Church of England, Kowloon, St. Andrew's Church, 10 a.m.; Offg. Clergyman; Church of England, Mount Austin, Barracks, Under Orders, Senior Officer; Baptist, Victoria, Union Church, 11.0 a.m.; Offg. Clergyman; Congregationalist, Victoria, Union Church, 11.0 a.m.; Offg. Clergyman; Presbyterian, Victoria, Union Church, 11.0 a.m.; Offg. Clergyman; Wesleyan, 10.15 Offg. Clergyman; Wesleyan, Mount Austin, Mount Austin, 9 a.m.; Offg. Clergyman; Roman Catholic, Victoria, St. Joseph's Church, 9 a.m.; Offg. Clergyman; Roman Catholic, Kowloon, Rosary Church, 9 a.m.; Offg. Clergyman.

## TELEGRAMS.

### MONEY FOR CHINA.

#### THE LONDON LOAN.

Router's  
[Service to the "Telegraph"]  
London, September 20.  
The Chinese Loan Syndicate to-day paid the final instalment of its half million advance against Treasury bills. It has been decided to issue the first half of the loan, namely £5,000,000, at 95, this year, and the remainder during the next twelve months.

### WATERWITCH INQUIRY.

#### SEAMEN'S ENGINE-ROOM BLAMED.

#### (Our Own Correspondent.)

Singapore, September 20.  
At the Board of Trade inquiry to affix responsibility for the sinking of H. M. surveying ship Waterwitch, Captain Chamberlain, the master of the Government launch Seamen, which ran into the Waterwitch, blamed the engine-room for not responding to his order to go astern.

[The above telegram was published as an Extra after we had gone to press last evening.]

### "SWEET LAVENDER."

It was a thousand pities that the weather broke down last night when the Allan Wilkie Company were billed to stage "Sweet Lavender." There are few more engaging and attractive plays, and a large audience was assured, but for the rain. As it was, there was only a moderate number of people in the house. It is to the credit of the players, then, that they rose superior to the depressing emptiness of the house, and gave a charming rendering of the play.

Miss Hunter-Watts as "Sweet Lavender" was as happy as she has always been this week. Mr. Wilkie himself, as "Dick Pheyl," the broken-down barrister, was at his best and made Dick very lovable. Mr. G. F. Weir was a capital "Clément Hale" and Miss Clanchy was Ruth Holt, the mother of the heroine.

This afternoon the company give "As you like it" and in the evening "The Bells" will be given, with Mr. Wilkie as "Mathias," and may the weather hold good!

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

Swimming at Glasgow, Hatfield broke the world's record for the 1,000 yards.

Estimates of the coming European sugar crop place the yield at 8,515,000 tons.

Router wires the names of several of those killed in the Ditton railway disaster.

Officers ridicule the suggestion that aeroplanes were the cause of the "stalemate" in the British manoeuvres.

The first half of the London Loan to China is to be issued at 95 this year, and the remainder during the next twelve months.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

On alighting in a strong wind at Devizes, the military airship Gamma struck a haystack and was wrecked, the officers aboard having narrow escapes.

Boscadden heads the list in the betting quotations for the Cesarewitch Stakes, while Brancepoth is the favourite for the Cambridgeshire Stakes.

On the arrival of the Russian Foreign Minister in London a man rushed up to the railway carriage shouting "Clear out of Persia! Down with Russia." He was arrested.

The British Squadron visiting Norway has been much feted at Copenhagen. A sensation was caused by the visit of the German airship Hansa, commanded by Count Zeppelin.

It is reported that King George has provisionally accepted an invitation to visit South Africa in 1914, but His Majesty's Secretary has stated that no such invitation has been received.

Aviation experts, commenting on the British manoeuvres, forecast a more extensive use of cavalry and horse artillery as the result of the speeding up of movements caused by aircraft.

Sir Edward Carson, who was received by members of the Unionist Club at Lisburn armed with dummy rifles, declared that he and his associates will hesitate at nothing in defence of Ireland.

#### LOCAL.

Enquiry to-day regarding the "Dacre Castle" elicited the information that the ship has broken in two on a reef. It is understood that part of the cargo is being salvaged.

The general annual meeting of the shareholders in the Douglas Steamship Co. was held this morning. A dividend of three per cent on the capital of the company, absorbing \$30,000 has been declared.

A coolie had an idea that if he was cold he had a right to steal anything that might assist in keeping him warm, and turned his attention to some cotton yarn. At the Police Court, this morning he was sorely disillusioned when he got a month's imprisonment.

Two Kowloon rickshaw coolies were charged, at the Police Court this morning, with demanding more than their legal fare. Inspector Kerr stated that he had had several complaints on this score. The coolies were sentenced to \$3, or seven days each.

If men rise early to catch what ever there might be about, it would be as well if they remembered that policemen may be up before them. A coolie who had forgotten this probability was soon taking a piece of wood, and was sent to gaol for three weeks.

A man has been remanded in connection with the armed robbery at Hang Hom. L. S. Wills and a party of men arrested three Chinese who it was alleged were connected with the affair, but at the Police Court, to-day, the charges against two of them were withdrawn.

Two women believing they had obtained twelve catties of raw sugar and seven catties of pea nuts for nothing, were returning home rejoicing when they were met by Inspector Dryden. He had them brought before the Bench and fined \$1 each for obtaining goods by false pretences.



## Notices



**FINEST OLD DUTCH  
GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts  
INCLUDING DUTY.

SAMPLE BOTTLES FREE  
LIQUEUR GLASSES

**GRATIS**

to regular buyers on application  
to the

SOLE AGENTS FOR SOUTH CHINA.

**MAC EWEN, FRICKEL & CO.,**

4, DES VOEUX ROAD

**THE  
SCIENCE OF ADVERTISING.**

Advertising is both a science and an art. We have studied that science.

Do you know the ART?

Can you write a catchy ad.—very few can.

A good ad. is one that catches the eyes, then holds the attention.

Can you do it? We can.

Let us write your ads. for you, insert them in any paper you fancy, but let us write them for you, we like it, that will be our recompense.

Choose your paper, put them in, watch results. **ADVICE:**—Insert them in the paper with the largest circulation—that is the secret of judicious advertising.

All the papers have the largest circulation, if you doubt it, ask them; then tell us, what they tell you.

The other fellow is losing all the money. True; that is the reason he is able TO KEEP UP the advertising rate!

THEY KNOW that the other fellow is losing money hand over fist, if YOU doubt it, ask them, they will tell you candidly; "it is quite true."

The cheapest ad. is the dearest. Why? do you know your business and ask why? Do you advertise because of friendship? No? To reach the people? Yes, yes, that is the reason and it can only be accomplished by advertising in the paper that has the largest circulation. But if they all have the largest circulation, I must advertise in all the papers? Quite so, if you think.

## Shipping

**BRITISH INDIA S. N.  
CO., LTD.**

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
Kobe, Hongkong and Rangoon.

## EASTWARD.

The S.S. "FULTA," 4,184 tons, Captain Tullent, will be despatched for YOKOHAMA and KOBÉ on the 30th September, at daylight, to be followed on the 12th October by S.S. "ITOLA," Captain Tucker, taking Cargo and Passengers at current rates.

## WESTWARD.

The S.S. "MUTRA," 4,644 tons, Capt. H. Carey, now here and ready to load 10th inst. will leave Hongkong for SINGAPORE, PORT SWET-THAM, PENANG and RANGOON on the 23rd September, at Noon, followed by S.S. "OKARA," 5,391 tons, Captain A. J. Evans, on the 4th October, at Noon, taking cargo and passengers at current rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
AGENTS.  
Telephone No. 215,  
Hongkong, 17th September, 1912. [147]

## Notices

**THE LEEDS FORGE CO.,  
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

**THE TAIKOO JACKYARD & ENGINEERING CO.,  
OF HONGKONG, LTD.**

BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [42]

## Hotels

**HONGKONG HOTEL**  
A LA CARTE GRILL ROOM.

Now Open. J. H. LAGGART,  
Manager. [25]  
Hongkong, 20th April, 1911.

**GRAND HOTEL.**

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEAN-  
LINESS, AND COOLD DRINKS.  
UNDER EUROPEAN SUPERVISION.

Tel. 197. F. REICHMANN, Proprietor.

**ASTOR HOUSE**

(LATE CONNAUGHT HOTEL).  
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists. For particulars and rates apply to PROPRIETORS.  
Telephone 171. Telegram "Astor." [24]

**OPEN AIR SKATING RINK**

**BELLE VIEW HOTEL**

Telephone No. 907.  
Sessions: 10 a.m. to 12 noon, 2 p.m. to 4 p.m. Admission 25 cents.  
5 p.m. to 8 p.m. 9 p.m. to 11 p.m. Admission 50 cents.  
String Band will play at the above Hotel every Sunday, commencing from 4 p.m. to 10 p.m.  
W. GALLAGHER, Manager. [21]

**KING EDWARD  
HOTEL.**

A FIRST CLASS HOTEL.  
Under European Management.  
Electric Light and Lifts.  
Latest Improvements.  
Reasonable Rates.

Telephone 873.  
H. HAYNES,  
Manager.

Hongkong, 1st Aug., 1912. [55]

**THE TAIWAN  
RAILWAY  
HOTEL.**

TAIPEH, FORMOSA.

Under the Direct Management of the  
Taiwan Railway Dept.

EXCELLENT CUISINE AND  
GOOD SERVICE. RATES  
6 YEN and Up.

Uniformed hotel porter meets all  
trains and steamers. Luggage are  
ranged for without any trouble to  
guests.  
HONGKONG, 1st Feb., 1912. [132]



1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [43]

**GREEN ISLAND CEMENT  
COMPANY, LIMITED.**

**PORTLAND CEMENT**

In Casks of 875 lbs. net  
In Bags of 250 lbs. net  
SHEWAN, TOMES & CO.,  
General Managers

Hongkong, 10th August, 1901. [28]

**THE FAMINE IN CHINA.**

EIGHT FAMINE DISTRICTS with an  
area of 80,000 square miles.  
TWO and a half million people  
facing starvation.

PLEASE SEND YOUR CONTRI-  
BUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. C. GULLAND, Esq.,  
Manager, International Banking Cor-  
poration, Shanghai.  
HONGKONG, 24th August, 1912. [115]

## Notice

**GUINNESS' STOUT,  
THE WELL-KNOWN**

**"HORSEHEAD"**

**BRAND.**

Sole Agents,

**CALDBECK**

**MACGREGOR & CO.**

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN  
and KUALA LUMPUR.

Hongkong, 25th January, 1912

46

**DRAGON CYCLE DEPOT**

The LAST WORD in Motor Cars "THE OVER-  
LAND," America's Best, a THUNDERBOLTY HIGH  
CLASS, well finished car, at a moderate price.

Sole Agent  
**DRAGON CYCLE DEPOT.**

**Entertainment**

**VICTORIA THEATRE.**

Two Performances Nightly.  
THE GREAT FILM  
TOM BUTLER.  
GREAT SUCCESS  
of  
BAILEY and PATSY.  
Debut at Matinee on SUNDAY,  
16th, 6 p.m. of the Great acrobats  
The Sobotniks.  
Hongkong, 14th Sept., 1912 [562]

**WM. POWELL,  
LIMITED.**

TELEPHONE 346.

**HIGH-CLASS  
GENTLEMEN'S  
OUTFITTERS**

28 Queen's Rd. Central

LIGHT WEIGHT  
RAINCOATS,  
UMBRELLAS,  
PUTTEES.  
WATERPROOF BOOTS,  
LEGGINGS.

12, Des Voeux Road Central.

MODERATE PRICES.

**William Powell,  
Limited.**

**FOR SALE.**

OLD CHINA CURIOS.

A fine lot of China Vases:  
1. Hang de luoc (Ming Dynasty).  
2. Hang de luoc (Ming Dynasty).  
3. Hang de luoc (Ming Dynasty).  
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## CHINA'S FUTURE.

Dr. Morrison Says there is No Danger of Disruption.

Following is the full text of the letter which Dr. Morrison recently sent to the "Times":—

Sir,—In a pamphlet entitled "A Plea for the Recognition of Chinese Republic" a Chinese advocate, barrister-at-law of Lincoln's Inn, who recently returned to China after a brilliant career, opens his case in the following words:—"The Chinese Republic is an accomplished fact. After a revolution characterized by a rapidity, peaceableness, and moderation unique in the long history of the world, the oldest Monarchy on earth has become the youngest Republic."

And few of those who have seen the extraordinary change that has taken place in China since the outbreak of the Revolution and the inauguration of the Republic, and who witness the efforts towards better government now being put forth in every direction, can dispute the correctness of this assertion. Yet in England writers still discuss affairs in China with the most gloomy pessimism, forecasting foreign intervention, universal anarchy, China split up into warring kingdoms, chaos, bankruptcy, and the ruin of foreign bondholders.

During the last few days the English papers teem with alarming reports from China, forecasting the imminence of civil war between the south and the north, and the inevitable disruption of China. We are asked to believe that the fate of the country is trembling in the balance. Amid this wild and irresponsible sensationalism the temperately worded telegram of your well-informed Correspondent in Hankow comes as a welcome relief. In what is elsewhere described as the centre of unrest he reports a booming of trade irreconcilable with the reports of anarchy in the interior.

## Conditions Improving.

Two weeks ago last Tuesday I left Peking for London on a hurried journey. The night before my departure I was entertained by the President at dinner, at which were present his confidential Chinese advisers and the chief members of his secretariat. The President was in excellent spirits. Everywhere, he said, conditions were improving. The General Huang Hsing, of Nanking, who on April 14th was made Generalissimo of the Southern Forces, "as soon as order was restored, the post to be abolished," had retired from his post, order having been restored. The General Chen Chi-mei, whose conduct of affairs in Shanghai, where he had retained command of 15,000 troops, had frequently involved the Central Government in grave difficulties, had retired, and his command had been absorbed by the Military Governor of Nanking, who is himself a man of wide experience, a native of Szechuan province. The President was looking forward with pleasure to the arrival of Sun Yat-sen, to whom he was arranging that every honour should be shown. The finest building in Peking, the Foreign Office, where the President himself resided for several months after his election, was being prepared for his reception. A high naval officer had been sent to Shanghai to bring him to Taku in a Chinese cruise.

## Cordial Relations.

With Li Yuan-hung, the Vice-President, who struck the first blow for the Republic, the relations of Yuan Shih-kai were most cordial, and, I am confident, are still cordial. The President has never lost an opportunity of bearing public testimony to the latter's sagacity, statesmanship, and patriotism.

And now we are asked to believe that the President is conspiring, for the Vice-President's downfall—the downfall, that is to say, of the man who is his mainstay. Could anything be more fantastic? The execution of two officials, one of whom had taken a prominent part in the original outbreak of October last year, is held to have precipitated a grave crisis, so that the fate of China is again described as trembling in the balance. Indisputable evidence was sent by the Vice-

President that these two arch-conspirators were plotting against the Government. They were endeavouring to sow dissension in the Army, and already had secured many followers in Wuchang, where they and Li Yuan-hung resided. If the execution, in accordance with martial law, had taken place there, the difficulties of Li Yuan-hung would have been increased. It was therefore decided by court-martial in Hupoh that the two conspirators should be executed in Peking. Undeniable evidence sent to the President justified the head of the Government in commanding the police to arrest them and execute them, and the orders were carried out. How conceivably can this act lead to civil war between south and north? Where is the line of cleavage? Both are equally Republican. The Monarchy is dead. Those who attack Yuan Shih-kai, alleging that he is aiming at a dictatorship, are ignoring the facts of his career. Previously the chief fault alleged against him has been that he is too forbearing, too conciliatory; that he has not too much on the belief that "there is no sure foundation set on blood."

## Parties in the Council.

Here in England you are asked the belief that the three parties of which the Advisory Council is composed are hostile factions whose quarrels threaten the existence of the Republic. Nothing could be more misleading. These parties differ in their programmes, as political parties do in all countries, but all three are equally Republican. The most powerful party, the Tung Meng-hui, advocate a party Cabinet as opposed to a coalition Government. Its platform is the reform of local government, the equality of the sexes, the spread of education, the development of colonization, and the enforcement of conscription. It comprises some of the most brilliant men in China, such men as Wang Chang-jui and Tsai Yuan-pei, pure-minded patriots, whose ambition it is to see China raised in the family of nations. To suggest that this party is going to lead its forces into civil war and bring about the disruption of the State is mischievous nonsense. You are asked to believe that it is the southern party, and that in what the sensational papers are describing as "the impending civil war" they will organize the southern forces to attack the northern. But members of this party are numerous in Peking; they are employed by and are trusted by the President himself, who has, I am confident, no warmer friend, though he differs from him no questions of policy, than Mr. Tang Shao-yi, the first Prime Minister of the Republic and the most important member of the party. And this leads me to remind you of the attacks made upon the Prime Minister on the occasion of his leaving Peking on June 15.

## Tang's "Flight."

Only yesterday I read in English newspapers that Mr. Tang Shao-yi had "absconded" from Peking. His unexpected journey to Tientsin is habitually described as a "flight to the refuge of the foreign concession in Tientsin." Could anything be more unjust? Tientsin is eighty miles distant by rail from Peking. Mr. Tang on the Friday evening had a dispute with the President as to the appointment of the Military Governor of Tientsin. Mr. Tang considered that the President was under an obligation to appoint a certain official; the President considered that he was under no such obligation. Mr. Tang next morning went down to Tientsin by the ordinary train by which we all travel. He is known to practically every Chinese and every foreigner in Peking. In Tientsin he has a house, his wife, and children. He had frequently gone down at the week-end in the same way to see them, and his previous visits had caused no comment. But on this occasion the sensation-mongers saw fit to describe his journey in terms that were little short of disgraceful.

When I left China on August 6 conditions were everywhere improving. Customs returns proved this conclusively. Expressed in gold, the Customs collections of this year promise to be the highest on record. Revival

of trade was widespread, and this despite disastrous floods in several provinces. All loans secured upon the Customs had been paid to date both as regards interest and sinking fund, and there was a considerable surplus from native Customs accumulating to meet the resumption of the Boxer indemnity payments, which have been suspended since last October. All railway loan payments had been met. Every railway in the country was doing well, with aggregate earnings in excess of any previous year. Every missionary and Consular report coming from inland China to which I had access reported improvement and progress. How can these facts be reconciled with the theory that conditions are inevitably leading to civil war?

It is held to be a reproach and a danger that the new men now active in the government of China are without experience. Under the old regime and the rule of corrupt Princes and degraded eunuchs men of Western training and modern culture had little opportunity of employment. Half such men had a voice in the government would China have lost the Primorsk Province, and would the position in Manchuria be what it is to-day? Would China have been involved in the Boxer rebellion? Contrast the treatment of foreigners during this widespread revolution, when foreign life and property were everywhere held sacred throughout the twenty-two provinces, with the conditions in China during the Boxer rebellion, when the Throne itself offered money rewards for the heads of foreign men, women, and children. The members of the Cabinet and of the Advisory Council may be inexperienced men, but certainly no body of men who have held rule before in China can be compared with them in intelligence, training, and education.

People in England hardly realize the immense change that has had to take place in the administration of the country. Under the old regime no man could hold office in the province of his birth. Now the reverse rule is observed. Most officials in the provinces are now natives of the provinces in which they are serving. Surely the interests of the province are thus better served than under the old system, when officials sent to provinces to which they were not bound by ties of birth had as their main object the amassing of the largest fortune in the shortest time, bleeding the province in the interests of the corrupt Manchurian Government in Peking, to whom they owed their office. For the first time the people who pay the taxes have a voice in the expenditure of their taxes.

These changes have involved the recasting of the whole internal machinery of Government. That the change has been effected with such comparative smoothness should inspire hope in the future of the country and should enable observers to realize how little foundation there is for hysterical and sensational forecasts of civil war and disruption.—I am, etc., G. E. Morrison.

Artillery Mansions, S.W., August 22nd.

Commenting upon Dr. Morrison's letter, the "Times," in a leading article says:—

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## WANTED:

BOARD AND RESIDENCE in private family wanted by gentleman. State particulars to "Boarder," c/o "Hongkong Telegraph," Hongkong, 14th Sept. 1912. [678]

## LOST.

A Black and White Japanese pup, 8 to 4 months old, answering to the name of "Nikko." Finder please return to "Bay View," Kowloon, or Noronha & Co., Hongkong. Hongkong, 18th Sept. 1912. [675]

## FOR SALE.

FOR SALE.—MOTOR-BOAT 24ft. speed 6½ to 7 knots; double cylinder 10 H.P. Engine. Battery and Magneto Ignition; recently overhauled and painted; very simple engine; price \$90 (nine hundred dollars); only for sale as Regiment is being split up on detachment duty for several months. For further particulars and trial apply to Messrs. Secretary, 26th Punjab, Raffles Mill, Hongkong. Hongkong, 13th Sept. 1912. [683]

## TO LET.

VACANT. Comfortably furnished double bedroom. Good locality. Apply "Boarder," c/o "Hongkong Telegraph," Hongkong, 19th Sept. 1912. [676]

COMFORTABLY furnished bedroom, suitable for bachelor to let without board. Attendance, hot bath \$25 monthly. Apply "View," c/o this paper. Hongkong, 19th Sept. 1912. [677]

ATTORNEY, No. 59, Robinson Road, with Garden and Lawn; moderate rental. Apply to COMPRADORE, Holland China Trading Co. Hongkong, 8th Sept. 1912. [671]

MODREENAGH, 21 The Peak, for six months from 1st November. Apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 8th Sept. 1912. [680]

TO LET LARGE substantially built, Godown situated on water front East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 18th Aug. 1912. [588]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 22nd Mar. 1912. [581]

Dr. Morrison supplies this morning a useful corrective to the exaggerated reports which have recently been current about the situation in China. He returned to London a few days ago to enjoy a short leave before taking over his new post of Political Adviser to the President of the Chinese Republic, and found, as he says, English writers discussing affairs in China with "the most gloomy pessimism, forecasting foreign intervention, universal anarchy, China split into warring kingdoms, chaos, bankruptcy, and the ruin of foreign bondholders." Against

(Continued on Page 8.)

## Notice

## UNDERWOOD TYPEWRITERS.

The 10,000 UNDERWOOD TYPEWRITERS sold to the Western Union Telegraph Company, if placed side by side, would extend a distance of 2 2/5th miles. It would require 9 minutes for a street car running 16 miles an hour to pass this line of UNDERWOODS.

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Add a small quantity of O.T. with crushed ice if desired, to any aerated beverage to improve the flavour and form a blend that is most grateful and more powerful in allaying thirst. A small quantity of O.T. improves the flavour of whisky or gin in a remarkable manner and lessens the intoxicating effects.

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14, DES VOEUX ROAD. [9]

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The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

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Weekly issue—\$13 per annum.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

## The Hongkong Telegraph.

HONGKONG, SATURDAY, SEPTEMBER 21, 1912.

### TRAVEL SCHOLARSHIPS FOR WORKERS.

We reported on Thursday that the committee of the Hodgson Pratt Memorial is starting a system of travel-scholarships whereby young artisans of either sex will be enabled to study the industrial methods and conditions that exist in other countries. The idea is admirable; so admirable that one would like to see the State not content to leave the carrying out of it solely to one private charity. The history of the part taken during the past forty years, by the British Education Department in the furthering of the real interests of the working man's son is an unhappy one; unhappy, in that its best-laid schemes in the direction of technical training have been failures or—worse still—half successes. Liberal and Conservative alike have muddled things. It is as though the successive governments have regarded the problem as one that could be solved by a few theories backed by the outlay of a vast amount of public money. So far as we understand it, the Education Act of 1870 was framed with a view to giving to the children of that generation a better opportunity than their fathers had enjoyed; and the same may presumably be said of the various subsequent endeavours to provide technical education for the youth of the country.

At present, however, it would seem that the only result achieved has been that of making the child of the worker discontented with his lot and ashamed of his own father; to stock his head with a smattering of everything useless, and to flood the land with lads and men unready for any but unskilled work. The carpenter's son, instead of being proud of his craft and keen to be a more clever mechanic than his father, scorns the bench and the apron and hankers after an office, stool and a black coat, even though, as a clerk, he will earn half what he could have earned as a mechanic.

Theorists in education have played at teaching trades long enough. They have spent untold money in allowing lads who had no aptitude for carpentering to waste time with expensive tools, or in teaching short-hand and book-keeping to others who had a real bent for designing or for engineering. Our medieval fathers regarded trade as a thing serious and sacred; a thing to be proud, not ashamed, of; and one's apprentice lad vied with another in attempting to out-do all rivals in mastering perfectly his particular craft or art. At present only a small percentage of English lads learn any trade whatever, for the poor man's son must leave school at the first possible moment and, set himself to wage-earning, as a labourer or as a junior clerk, in either of which cases he has usually sealed his own doom and condemned himself for life to a calling which is cruelly overcrowded by reason of its making no demand for special training. If half the money spent on day and evening schools were devoted to apprenticing boys to definite trades, we should soon see the end of much of the existent poverty and discontent. The State could well afford to guard against lads who are of a wage-earning age being a burden on their parents, by slightly adding to the small payment received by learners. To "educate" a boy up to the age of fifteen and then to turn him adrift, unprepared for any useful work, is to be guilty of the worst form of cruelty. Arm him with a trade and he can always find work—if not at home, in the Colonies; leave him without one, and there is no room for him in England, and—with the steadily increasing tendency to employ negroes, Kanakas and Aboies for unskilled work—there will soon be less than no room for him in the regions overseas.

### DAY BY DAY.

We best redeem the past by forgetting it.

#### Mails Arrived.

The following mails arrived to-day:—s.s. Kaijo marn from Coast Ports and s.s. Haimun from Coast Ports.

#### Big Silver Shipment.

We learn that the Hongkong and Shanghai and Chartered Banks have to-day shipped for North China seven hundred cases each containing three thousand silver dollars.

#### New Advertisement.

An advertisement on page 3 to-day announces for sale a motor boat, speed 8 to 7 knots, double cylinder, 10 h.p. engine. Particulars may be had from the Mess Secretary, 28th Punjabis, Rennies Mill, Hongkong.

#### Sir Alfred Winsloe.

The retirement, on age limit, of Admiral Sir A. W. Moore gives his full stop to Vice-Admiral Sir George Neville, says "Truth." Sir Alfred Winsloe, Commander-in-Chief on the China Station, now stands at the head of the vice-admirals' list.

#### Stolen Wood.

Three weeks' hard labour was the punishment meted out to a man by Mr. E. A. Irving, at the Police Court this morning, for stealing a piece of wood from Praya East. Inspector McHardy said the man arrived about 5.30 this morning.

#### Assessor of Rates.

The Gazette notifies that His Excellency the Governor has been pleased to appoint Mr. David Wood to act as Assessor of Rates during the absence on leave of Mr. Arthur Chapman, V.D., or until further notice, with effect from the 10th instant.

#### It Cold, Stool Cotton Yarn.

A coolie thought there was some wisdom in appropriating a quantity of cotton yarn because he felt cold, or at least this was what he told Mr. E. A. Irving, when he was charged with the larceny of it, this morning. The Magistrate did not concur with his philosophy and sent him to gaol for one month with hard labour.

#### Restrictions Withdrawn.

Information has been received from the Acting Consul-General for the Netherlands-India to the effect that the quarantine restrictions imposed against the port of Hongkong have been withdrawn. The local authorities at Chiofo and the Treaty Power Consuls having withdrawn the declaration of plague-infection against Hongkong, and cholera-infection against Swatow, the medical inspection of vessels arriving from those ports is discontinued.

#### Important Arrests.

L. S. Wills and a party of detectives have managed to run three men to earth in connection with the armed robbery at Hung Hom. It will be remembered that the Indian watchman residing at the house was so brutally stabbed that he had to be detained in the hospital for some considerable time. At the Police Court, this morning, before Mr. O. D. Melbourne, the charges against two of the men were withdrawn and the other man was remanded until Monday.

### EXEMPTED SOCIETIES.

The Government Gazette notifies that the following Societies have been exempted by the Governor-in-Council from registration under the Societies Ordinance, 1911 and their names are added to the List of Exempted Societies, published in Government Notification No. 105 of 1912, under the following headings:—

#### Sport (Non-Chinese).

The Victorin Clay Pigeon Club.

#### Miscellaneous (Non-Chinese).

The Amateur Entertainers' Society.

### BEYOND CONTROL.

Last Saturday was marked by an accident at the foot of Ice House Lane.

To-day again a truck got beyond the control of the coolies in charge of it. No one was hurt, to be sure, but the rickshaw of a well-to-do Chinese was upset, and an accident narrowly averted.

How many mishaps must occur, and how serious must they be, before the authorities stir in the matter and insist upon the regulations regarding brakes being rigidly enforced?

### HONGKONG'S DOGS.

Why not Hold an Annual Show?

A few days ago the "Telegraph" drew attention to the miserable state of many of the dogs to be found in the Colony. In justice to local fanciers it would be fair to add, as counterpoise to what was then said, that Hongkong can also boast of possessing some of the finest samples of the dog-species to be seen anywhere in the East; one might even go further, and say that nowhere south of Shanghai can a dog in really good condition be found, save in Hongkong.

This latter fact is, of course, largely due to the climate of our Colony; for the winter season enables the animals easily to regain whatever they may have lost in fitness during the four or five months of excessive heat. At the Straits, or anywhere near the Line, it is next to impossible for the poor beasts to keep in condition, and one marks with a white stone the day on which one comes across even passable dog-flesh there. Also, the Hongkong Britisher entrusts fewer duties to servants than does his brother down South; dog-minding being among these. The Malay "boy"—with all a Mohammedan's contempt for an animal so dear to British hearts, and with all a Malay's inborn love of inflicting pain—will seldom lose an opportunity of slyly worrying his master's dog and so spoiling its temper; while, the Straits-born Chinese boy, who is usually quite indifferent in his feelings towards the animal, will starve it one day and kill it with over-feeding the next. Here, however, men can make it their boast that they see after the dog's feeding, medication and exercise themselves, and the result is one of which Hongkong has full right to be proud; the more so in that there are many European breeds that can only be reared here by means of unusual care and watchfulness.

#### The Material to Hand.

With such a number of well-bred or well-nurtured animals, it is extraordinary that arrangements have never been made—in recent years, at any rate—for a dog-show, on the lines of those frequently conducted at Home. The Police and the Service men would have no difficulty in offering some remarkably fine exhibits; many private residents possess dogs on whose appearance they may justly plume themselves, while there are not a few of our non-European fellow-citizens who would doubtless be ready to bring forward competitors that would make good bids for prizes. Many people here own beautiful chows, a few have some very covetable Pekingeses, and probably dozens can produce terriers that would not be altogether overlooked in a big London show.

#### Wanted—A Committee.

In a city abounding in keen sportsmen, the getting together of a practical-minded committee should be quite an easy matter, and there is no reason why the question of a prize-fund should present any serious stumbling-block. The real cruelties is the fact that Hongkong people are, as a rule, not readily roused to enthusiasm over any public matter. Hardly a day passes but one hears odd grumbles at the scarcity of entertainment and festivity in the Colony. But here, as anywhere else, we must make our own diversions, and in the usual way: by all pulling together and so combating the spirit of petty jealousy or commercial factionism that characterises one half of us, and the equally fatal "mask" groove into which the other half has sunk. If a flower-show or a gymkhana can be a success here, so can a dog show; and it is a thousand pities that the distinctive beauty of these animals—which surely is as great and as impressive as that of flowers or of horses—should be hidden away and denied an opportunity of asserting itself. Will not some of the local dog-lovers help the "Telegraph" to stir up a little live interest in this direction? The "Telegraph" will give one prize; will someone give another?

#### Trade Marks Registration.

It is notified in the Government Gazette that the China Sugar Refining Co., Ltd., has renewed until September 18th, 1928, nine specified trade marks registered in 1884.

### SOLICITOR AND MAGISTRATE.

Mr. Otto Kong Sing Speaks His Mind.

During the hearing of an application for a remand made by Mr. Otto Kong Sing to Mr. O. D. Melbourne, at the Police Court, this morning, in connection with the alleged keeping of an opium divan, Mr. Kong Sing became heated over what he thought were unfair tactics on the part of the police.

Mr. Otto Kong Sing applied for the remand, whereupon Inspector Watt said the witness, who had just given evidence, very probably would not appear. He could not guarantee his attendance.

Mr. Kong Sing:—It is very unfair of the police to adopt that attitude. This man is in the employ of the police, he is used by them as an informer and—

Mr. Melbourne:—But the police say they cannot guarantee the man's attendance.

Mr. Kong Sing:—The inspector can do it very easily. I say they can bring this man at any time. He is their own informer.

Mr. Melbourne:—The man himself says he is a job coolie.

Mr. Kong Sing:—I am quite convinced that the police can bring this man if they want to. It is their duty to do so.

Mr. Melbourne:—Inspector Watt is just warning you that the man may not appear.

Mr. Kong Sing:—Then I apply for a remand, and if the man is not here I shall comment upon it.

Mr. Melbourne:—I will give you a remand.

Mr. Kong Sing:—I don't ask your Worship to do anything. Inspector Watt said he wanted the case to go on.

Mr. Kong Sing:—Well, what is your Worship going to do? The police object to a remand, and I ask for one.

Mr. Melbourne:—I will give you a remand, but what about the witness? If he does not appear—

Mr. Kong Sing:—If he does not appear I cannot do anything. Mr. Melbourne said he did not think it would be fair to comment if the man did not appear.

Mr. Kong Sing:—I will examine the man he could so then.

Mr. Kong Sing:—Well, I can subpoena the man and I will ask for an adjournment.

Mr. Melbourne:—If you say he is not a willing witness—

Mr. Kong Sing:—It doesn't matter whether the man is a willing witness or not. I shall subpoena him and then treat him as a hostile witness.

Inspector Watt:—The man shall be here unless something very unforeseen happens. There are such things as slips.

Mr. Kong Sing:—If your Worship will do that now.

Inspector Watt:—Mr. Otto Kong Sing has taken this matter in an entirely wrong light. That is not what was intended at all. The case was remanded until Thursday.

### BANK NOTE SECURITIES.

The following statement of the securities lodged with the Crown Agents by the Mercantile Bank of India, Limited, against their notes in circulation, is published for general information in the Government Gazette:—India 3.1-2 per cent. Stock, amount £20,000; nominal value £100; price when deposited 92.1-2/3; latest market price 92.1-2/3. Bombay Port Trust 4 per cent. Bonds, amount £10,000; nominal value £100; price when deposited 97.1-2/3; latest market price 97.1-2/3.

### TENDERS.

The following tenders are invited by various departments of the Hongkong Government:—

Letting of about 23,520 square feet of Crown land opposite the Central Market, for a period of two years from November 1st, 1912; upset rent per month, \$1,200.

Winter uniforms for the crews of the Harbour office steam launches.

Winter uniforms for the European and native Revenue Officers.

Clothing for the use of the Railway Department for 1912-13.

### PLANS TO SMUGGLE CHINESE DISCOVERED.

Elaborate System of Fraud Laid Bare.

Mr. F. W. Gabriel, of the Executive Office of the External Department of Australia, returns there to-day by the s.s. "Tai-yun."

In an exclusive interview with a "Telegraph" representative, Mr. Gabriel said about his work in Hongkong:

"For a long time we, in Australia, have suspected a system of some kind whereby prohibited immigrants were being smuggled into us, and I came here to see what I could unearth. I have discovered a regular system of fraud, most carefully devised to deceive us, and a large quantity of documents have been seized in Hongkong that consisted of plans of Australian cities and streets, books of instruction to the newly arrived immigrant, maps and time tables. All these have been taken possession of."

Continuing, Mr. Gabriel said: "I have been especially looking into the matter of stowaways, and other Chinese who have been gaining admission into Australia by a cleverly worked method of substituted birth and naturalization certificates. This had been one of their favourite schemes, and one that has been difficult to get the best of."

"I think, however, that we have found a way to stop it." When asked his opinion of the conditions at present existing in China Mr. Gabriel answered: "To my mind Chinese troubles are not nearly over, and I shall not be at all surprised to hear of serious complications in Southern China soon."

With regard to Canadian Immigration and immigration in general, Mr. Gabriel said that every Colony is in need of the better class of immigrants, and that the various Colonies were prepared to offer every assistance and reasonable inducement to obtain this class; but that it is every difficult to weed out the "undesirables," those who are liable to become burdens on the community, instead of being working assets.

"America has a great deal of trouble in keeping out a lot of worthless riff-raff that flock to her shores,—from Italy and Russia especially. We in Australia have our own troubles in trying to stave off the Chinese."

In conclusion Mr. Gabriel said: "Yes, this scheme they had in Hongkong was an elaborate one. I came here to get to the bottom of it, and, I think that I may say that I have done so."

### THE DACRE CASTLE.

On enquiry to-day regarding the Dacre Castle, the Agents, Messrs. Dodwell and Company, say that the ship has broken in two on a reef, and they understand that some of the cargo is being salvaged.

Full details are not as yet forthcoming; the skipper has not personally been heard from. Such news as the agents here have, has come via Keelung, and therefore it is not absolutely known whether the ship's cargo is a total loss.

### CARGO PILFERERS.

Many Complaints to the Police.

Many complaints have been made to the Police of shortages in cargo, and the task of catching the pilferers is a very difficult one. Inspector Dymond, however, on the 20th inst., at about 7.20 p.m., noticed a number of women carrying along Des Vaux Road bundles of which he was suspicious. He stopped two of them and found one had twelve cabbies of raw sugar, and the other seven cabbies of peanuts. They failed to give him a satisfactory account of how they came to be in possession of the goods and he arrested them. At the Police Court, this morning, the sequel was that they were both fined \$5, or, in default, fourteen days.

Headless Hawker.

A man, who had been convicted seven times for hawking without a licence, was again brought before Mr. E. A. Irving, on a similar charge, at the Police Court, this morning. He was fined \$10, or, in default, three weeks.

### NOTES AND COMMENTS.

Ireland and Common Sense. Britishers who are proud of their nationality may well feel annoyed at the farce that is being played, and the nonsensical things that are being said and done, on both sides, over the Home Rule question. The picture of a number of Orangemen solemnly presenting arms to Sir Edward Carson with dummy rifles while another section stands by clad in khaki, is one before which one must either rook with laughter or else hide one's face in shame. We can ill afford to give occasion to the enemy to blaspheme; and it just such very foolery as this which sets other nations a-chuckling at our expense. Is Sir Edward Carson merely enjoying a private joke, or is he, on the other hand, entirely destitute of sense of humour? At least he seems determined that the Radical party shall not have the monopoly of speaking and behaving wildly. Exaggeration of grievances on the one side, playing at soldiers on the other, and frantic abuse on both, will hardly be instrumental in bringing ultimate good to Ireland.

#### The Resignation Habit.

These are days when China needs nothing so much as sound, stable government. The new regime is on its trial. But we confess that we are not too deeply impressed with the shaping of events in the capital. The resignation habit has become acute, and apparently officials throw up their posts on the flimsiest pretext. How common these resignations have become may be gathered when we state that, in looking over the Chinese telegrams for the past fortnight, we note that no fewer than seven prominent officials, some Cabinet Ministers, have, for one reason or another, thrown up their posts. A most disquieting sign, this. To the disinterested onlooker it savours too much of playing with serious issues. Almost invariably the old excuse of ill-health is advanced, though obviously this is a mere subterfuge, and one too commonly adopted in the past to carry the least weight. China's would-be public men need to learn the lesson that if the Republic is to succeed there must be a willingness to do their best through thick and thin and not to take office with a flourish of trumpets and then quietly sneak away at the least sign of trouble. Unless greater stability and devotion to office are displayed, the Republic will long go unrecognized by the Powers.

#### A Swimming Record.

The performance achieved by Hatfield, recorded in to-day's telegrams, of swimming the 1,000 yards in 13 minutes 22.5 seconds, and thus breaking the world's record for that distance, is a brilliant one. Hongkong will be especially interested in it, seeing that, with the Interport aquatics now in progress, swimming is at present figuring so prominently in local sport. The excellence of the achievement is shown when it is stated that the distance is done in 11.5 seconds less time than Billington's effort of 1905 at Liverpool; hitherto the record. Hatfield has been in the public eye for some years, but it is only of late that he has plunged forward into the very first rank among swimmers. That he is a remarkable swimmer is apparent from his latest feat.

#### Smuggling Chinese Labour.

The interview with Mr. F. W. Gabriel, which appears in to-day's issue, is of more than ordinary interest. He has discovered, here in Hongkong, a most cunning and elaborate system of fraud by means of which Chinese are being smuggled into Australia, and he believes that a way has been found to circumvent the cunning of the promoters. Men who can conceive a scheme of substituted birth and naturalization certificates which, from their point of view, has been eminently successful, will take quite a deal of beating, and developments will be watched with interest. The same trouble is being experienced in the States, where an investigation of the smuggling of Asiatic labour is being called for all of which proves that the evil is deep rooted and remunerative, and will take much careful watching.



## COMPANY MEETING.

## The Douglas Steamship Co., Ltd.

The twenty-ninth ordinary annual general meeting of the shareholders in the Douglas Steamship Co. Ltd., was held this noon at the offices of the general managers, Messrs. Douglas Lupton and Co. Mr. H. P. White, president, and there were also present the Hon. Mr. J. W. C. Bonnar, Mr. C. A. Tomes, Hon. Mr. C. H. Ross (Consulting Committee), Mr. J. Barton, secretary, Messrs. T. F. Hough, Chun Tong, Chun King Yue, and J. E. Gomes.

The secretary having read the notice convening the meeting, the chairman said:—

Gentlemen:—The report and accounts having been in your hands for some time, and the auditors' requirements having been complied with, I will, with your permission take them as read.

The past year has been one of disappointment and of unfulfilled hopes, for when I addressed you at our last meeting a year ago, earnings and prospects were then such as to put forward anticipations of a profitable year's working, which unfortunately were almost immediately put an end to by the outbreak of the Revolution, and for fully seven months of the year, shipments of cargo were of the most fitful and restricted nature while unfortunately there was no great rush of Chinese passengers during this period to offset diminished freights.

There is little in the accounts that calls for reference, but you will notice the amount of loans on mortgage is considerably less than that appearing in the last accounts, owing to mortgages having been paid off, but since the closing of the accounts the amount at fixed deposit has been re-invested in mortgages.

The amount at credit of underwriting account shows an increase of nearly \$7,000.

As outlined in the report there has been a considerable revival in our coast trade since April, which up to the present still continues, and without wishing to indulge in ultra-optimistic views, it is satisfactory to be able to state that earnings for the first quarter of the present year show considerably better results than for some years past, and although the internal condition of China is still anything but settled, the immediate outlook for coast trade is more encouraging than the situation would lead one to expect.

Before proposing the adoption of the report and accounts, I shall be glad to answer any question that shareholders may wish to ask.

There being no questions, the chairman proposed the adoption of accounts; Mr. T. F. Hough seconded, and the motion was carried.

The Hon. Mr. J. W. C. Bonnar, the Hon. Mr. C. H. Ross and Mr. C. A. Tomes, were re-elected as consulting committee on the motion of Chun Tong, seconded by Mr. Gomes.

Messrs. W. H. Potts and A. R. Lowe were re-appointed auditors on the proposition of the Hon. Mr. J. W. C. Bonnar, seconded by Mr. C. A. Tomes.

The Chairman:—That is all the business, gentlemen. Thank you for attendance. Dividend warrants will be ready on Monday.

## COMPANY REPORT.

## The China Light and Power Company, Limited.

The following is the report for presentation to the shareholders at the Eleventh Ordinary General Meeting to be held at the office of the General Managers on Saturday, 28th September, at noon:—

Annexed we have the pleasure to lay before Shareholders, Statement of Accounts for the year ending 31st July, 1912.

The net profit for the year, including the sum of \$5,728.87 brought forward, is \$15,092.55 and although an improvement of \$10,233.68 on the previous year, it is not recommended that a dividend be paid. It is proposed to devote \$10,000 to depreciation on machinery and that the balance be carried forward to next year's account.

The new engines have all been installed now and working steadily and everything is ready to cope for a much larger demand for current when it arrives.

## Consulting Committee:—Dr.

Noble resigned his seat on the Committee during the year. In accordance with the Articles of Association Hon. Sir Paul Chater, O.M.G., and H. P. White, Esq., retired, but offer themselves for re-election.

Auditors:—The accounts have been audited by Messrs. W. Hutson Potts and A. O'D. Gourdin, who are recommended for re-election.

Shewan Tomes & Co. General Managers, Hongkong, 20th September 1912.

## Profit and Loss Account.

Auditors' fees	200.00
Consulting Committee's fees	750.00
Exchange (Loss on subsidiary coins)	714.46
Charges	1,739.94
Balance	15,092.55
	\$ 19,366.95
Balance brought forward from last account	\$ 6,728.87
Interest	526.73
Unclaimed Dividends for year 1905	45.60
Balance from Working Account	13,065.74
	\$ 19,366.95

## Balance Sheet.

Capital—	
50,000 Shares at \$5.00 each fully paid up	\$250,000.00
50,000 Special Shares at \$1.00 each fully paid up	50,000.00
	300,000.00

Sundry Creditors	8,308.39
Balance of Profit and Loss Account	15,092.55
	\$ 324,870.94

Kowloon:—	
Land as per last statement	\$2,360.00
Buildings and Machinery as per last statement	178,666.96
Less scale of old Machinery and Plant	5,100.00
	173,566.96

Since expended	12,864.21
Lines as per last statement	42,878.44
Since expended	3,346.25
	46,224.69

Materials, Stores and Fuel in stock valued at	27,054.79
Value of premia on unexpired policies	265.98
Sundry Debtors	10,417.35
Cash on hand:—	
Head Office	1,887.40
Kowloon	341.62
Company's Bankers	1,887.34
Deposit with Colonial Treasurer	5,000.00
	17,616.36
	\$324,870.94

C. P. Chater, Member of the Committee	
H. P. White, Member of the Committee	

Shewan Tomes & Co. General Managers	
Auditors' Certificate	

We report that we have audited the above balance sheet with the books and vouchers of the Company and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st July, 1912, according to the best of our information, and the explanations given us, and as shown by the books of the Company.

We have obtained all the information and explanations we have required.

W. H. Potts, Auditor.

A. O'D. Gourdin, Auditor.

Hongkong, 20th Sept., 1912.

Centenarians in Connaught.

The 1911 census returns for Connaught, the western province of Ireland, show that in a total population of 610,884 persons males outnumbered females by 13,194. There were 66 persons—29 males and 37 females—over a hundred years of age. It may be recalled that in the county of Midlothian, with a population of 507,363, no persons were returned as over a hundred. There were in Connaught 217,087, or 35.5 per cent., given as able to speak Irish. Of these 9,367 could speak Irish only. Of the total population 98.3 per cent. were Roman Catholics. Of persons over nine years of age 8.2 per cent. could not write and 15.2 per cent. were entirely illiterate.

## TRADE OUTLOOK.

## Mr. E. S. Kadoorie Predicts a Steady Improvement.

If events justify the opinion of Mr. E. S. Kadoorie, who has just arrived from Shanghai, from a trade point of view in the northern port, and for that matter the whole of the China ports, the future should be marked with a steady improvement both financially and politically.

Mr. Kadoorie was good enough, yesterday, to express his views to a "Telegraph" reporter. In the course of his chat he said that the outlook in Shanghai for the past month has been better, showing a slight improvement all round in general trade and in the share market. People were very hopeful that the loan would go through very shortly. The effect of that happening would be that money would be circulated among those who had suffered losses with the old government and the confidence of the investor would be gradually restored. He did not think that the loan would cause any tightness in the money market, for many of the companies had plenty of money to lend.

Dealing with the rubber market, Mr. Kadoorie said that sooner or later an improvement must come. People in Shanghai were beginning to get over the trouble caused by the disaster in that port and a good number of the companies' estates were starting to produce rubber.

"Out of forty companies," he said, "there are about ten or twelve who are commencing to pay a small dividend and their output is gradually increasing. Consequently more money is coming back to the companies and they are getting stronger. In fact, I think investors in Shanghai are much better off than those who have invested in many of the companies in London, that is of course on to-day's rates."

Mr. Kadoorie naturally pointed out that much of the foreshadowed improvement was dependent on the settlement of affairs in China. When that had been done, and when they had fixed the currency and the exchange, there would be a great improvement in business from Hongkong, the gate of China, right up to the north. It would, he thought, tend to restore confidence and the number of companies, public and private, that would get openings for different kinds of business would be very large, whereas people would have nothing to do with them, neither European nor Chinese at present, because they were not at all certain what was going to happen.

In the immediate past there had been a general lack of confidence, but that he thought was passing.

## EUROPEANS COMPLAINT.

## Kowloon Rickshaw Coolies a Source of Annoyance.

At the Police Court, this morning a European lady from Chatham Road, Kowloon, prosecuted two coolies for demanding more than the legal fare.

According to the evidence the lady and a friend engaged the two coolies to take them from the Cricket Ground to Chatham Road. When they arrived at the complainant's house the boy was sent to pay them. He tendered them five cents each and they declined to have it. The husband of the complainant went out to them and when they refused to take it from him he gave them in charge for demanding more than their legal fare.

His Worship:—How long did it take you to go from the Cricket Ground to the lady's house in Chatham Road?

First defendant:—Half an hour (laughter).

Inspector Kerr:—You can walk from where the lady got the rickshaw to her home in less than five minutes. I have had several complaints but people don't wish to come to the Police Court.

His Worship:—Especially ladies. They don't like to come here.

Inspector Kerr:—On several occasions I have had to ask for the coolies to be dismissed. This is a common occurrence over there; for a five cent drive they demand ten cents.

His Worship:—\$3 or seven days each, and cautioned. Now, don't come here again. Thank you, madam, for coming up.

## HONGKONG CRICKET LEAGUE.

A meeting of the representatives of the Clubs interested in the Hongkong Cricket League Competition of 1912-13 was held last evening in the H.K.C.C. pavilion. Mr. W. O. D. Turner presided in the absence of the President, and there were also present:—Messrs. R. E. O. Bird, R. Bass, J. D. MacKenzie, W. E. Dawson, W. Withers, W. Wensler, Q. M. S. Davies, R. A. M. O. Corpl. Godfrey, R. E. and A. E. Asger, Hon. Sec. and Treasurer.

The following entries were accepted:—Hongkong C.C. (2 teams), Craigengower, Kowloon, Civil Service, R.G.A., Hongkong Police, R.E. and Staff and Departments.

The report of the Sub-Committee on the proposed formation of the 2nd division of the League was discussed and found to be not feasible. Only four clubs signified their intention of entering. It was eventually decided to leave the matter until a more favourable opportunity.

A motion by Mr. Bird, seconded by Mr. Thursfield, to revert to the old system of scoring viz.:—by percentages, and to give a club the option of playing one or two matches instead of two matches as at present, was lost, as it was decided not to have a 2nd Division of the League. Kowloon then proposed to enter their 2nd team also in the League; this was however refused on the motion of Mr. Bird, who thought a 2nd team would hardly be strong enough for the League. This motion was seconded by Mr. Thursfield and carried.

The meeting then proceeded to arrange fixtures for the season.

## CORRESPONDENCE.

The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph."

To the Editor of the "Hongkong Telegraph."

## A CRICKET COMPLAINT.

Dear Sir,—I note in the published report of the meeting of the Hongkong Cricket League that it was decided on the motion of Mr. Bird, seconded by Mr. Thursfield, to refuse the K.C.C. permission to run a second team in the league. It appears to me that the gentlemen who carried this motion were too hasty in their judgment. I will not say that they showed a want of sportsmanship, as it looks more like ignorance than malice. The Kowloon Cricket Club has a membership of 160 members, and several cricketers were likely to join if this proposal had gone through. Why should the Hongkong Cricket Club be allowed to enter two teams when the K.C.C. is refused? In some people's opinion the K.C.C. ground is superior to the Hongkong ground. This may not be, but certainly the surroundings are superior, for a cricket ground. Because the K.C.C. 2nd team last year was very weak it is no reason why this year they would not be able to put in a stronger team. Last year they had great difficulty in arranging any matches at all, and I believe they played the Civil Service 2nd about ten times. Naturally the members were not enthusiastic and did not turn up to practice. I consider that the decision of the Hongkong Cricket League has cost the K.C.C. the certainty of adding several good cricketers (Service men and Civilians) to its membership and that some of its present members who would have been willing to take up the game with more enthusiasm will give it up for good. Yours, etc.,

SPORTSMAN.

## FROM EUROPE.

## THE H.A.L. Steamship.

"O. FERD. LAE182," Captain Gal-sel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Under-signing.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—Ex a.s. "Maja" from Copenhagen. "Tanger" from Oporto. "Bremen" from Genoa. "Germania" from Gothenburg.

HAMBURG-AMERIKA LINE, Hongkong Office, Hongkong, 21st Sept., 1912. [13]

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 6th October, 1912, at 12.30 P.M., at the Office of the Hongkong Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Club, Hongkong, 21st Sept., 1912. [14]

## Today's Advertisements

## HONGKONG JOCKEY CLUB.

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By Order, T. F. HOUGH, Clerk of the Club, Hongkong, 21st Sept., 1912. [15]

## To-day's Advertisement

## PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 30th day of September, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Queen's Road East, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

Lot No.	Area in Acres	Area in Sq. Yds.	Annual Rent	Upset Price
1	1.2	10,000	100	10,000
2	1.2	10,000	100	10,000
3	1.2	10,000	100	10,000
4	1.2	10,000	100	10,000
5	1.2	10,000	100	10,000
6	1.2	10,000	100	10,000
7	1.2	10,000	100	10,000
8	1.2	10,000	100	10,000
9	1.2	10,000	100	10,000
10	1.2	10,000	100	10,000

Hongkong, 21st Sept., 1912. [689]

## PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 23rd day of September, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Wandui in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No.	Area in Acres	Area in Sq. Yds.	Annual Rent	Upset Price
1	1.2	10,000	100	10,000
2	1.2	10,000	100	10,000
3	1.2	10,000	100	10,000
4	1.2	10,000	100	10,000
5	1.2	10,000	100	10,000
6	1.2	10,000	100	10,000
7	1.2	10,000	100	10,000
8	1.2	10,000	100	10,000
9	1.2	10,000	100	10,000
10	1.2	10,000	100	10,000

Hongkong, 21st Sept., 1912. [688]

## NOTICE.

NOTICE is hereby given that sealed tenders will be received at the Colonial Secretary's Office until Noon, on MONDAY, the 30th Sept., 1912, for the letting of Crown Land opposite the Central Market, for 2 years from 1st November, 1912.

Forms of tender can be obtained from the Public Works Office. Further particulars of letting as published in the Government Gazette of 20th instant, can be seen at the Public Works Office.

W. CHATHAM, Director of Public Works, Hongkong, 21st Sept., 1912. [686]

## FROM EUROPE.

## THE H.A.L. Steamship.

"O. FERD. LAE182," Captain Gal-sel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Under-signing.

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This steamer brings on cargo:—Ex a.s. "Maja" from Copenhagen. "Tanger" from Oporto. "Bremen" from Genoa. "Germania" from Gothenburg.

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By Order, T. F. HOUGH, Clerk of the Club, Hongkong, 21st Sept., 1912. [15]

## DAIRY FARM NEWS.

Dining out this evening. Bridge? No; Poker.

That means a late night? Yes, and a thirsty morning! and KIPPERED HERRING for breakfast AND an excuse for a cocktail or two at eleven.

August 12, 1912.

## CUNLIFFE DOBSON &amp; CO.'S CLARETS.

Medoc	Medoc Supérieur
St. Estephe	St. Emilion
Ch. Pontet Canet	Ch. Leoville

The above are pure Bordeaux Clarets and are guaranteed free from Drugs, colouring or added matter.

## GARNER QUELCH &amp; CO.

SOLE AGENTS. Tel. 636.

## CHLORO-NAPHTHOLEUM.

Not Explosive. CN is not even inflammable. Coal oil, gasoline, kerosene, and other forms of petroleum commonly used for driving away insects, are extremely dangerous, especially when used on carpets and woodwork, or in small closets where the explosive gases may linger for some time. CN can be used with safety in closets with an open light. CN can be placed on an open flame and boiled—a convincing test of its non-explosive quality. Indeed, the fumes made by boiling CN are healing to the lungs and throat.

CHINA COMMERCIAL COMPANY.

## S.O.A.E.O.

## FAR EAST OXYGEN AND ACETYLENE CO., LTD.

## AUTOGENOUS WELDING.

repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal. OFFICE: St. George's Building, 2nd Floor, Telephone 1083. [45]

## A PERFECT SCOTCH WHISKY (MELLOW LIKE A LIQUEUR.)

On account of its Exceptional Quality D. & J. McCallum's "Perfection" was the Sole Whisky supplied at all Functions during the visit of the King and Queen to Edinburgh, May, 1903.

D. & J. McCALLUM.

## PERFECTION

Edinburgh, Birmingham & London.



Avoid Imitations.

D. & J. McCallum's Name is the

best Guarantee of Quality.

## SOLE AGENTS:

## GANDE PRICE &amp; CO., LTD., Wine Merchants.

Telephone No. 135.

12, Queen's Road Central, Hongkong.

Hongkong, 16th September 1912.



## Shipping

## CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.

EMPIRE LINE.

Sailings from Hongkong and Quebec.

"Monteagle" ... Sat. Oct. 5	"E. of Ireland" ... Fri. Nov. 1
"E. of India" ... Oct. 26	"Allan Line" ... Nov. 22
"E. of Japan" ... Nov. 16	"E. of Britain" ... Dec. 13

All steamers leave Hongkong at 6 p.m.  
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. Craddock, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier.)

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
TIENSIN & SWATOW	CHIPSING	Sunday, 22nd Sept., 11 light.
WET WEE & OUEFOO		
SHAI & SWATOW	KUNTSANG	Sunday, 22nd Sept., 11 light.
SHAI, KOBE & MOJI	KUNTSANG	Tuesday, 24th Sept., Noon.
SINGAPORE, SAMARANG & SOURABAYA	FAUSANG	Tuesday, 24th Sept., Noon.
SINGAPORE, PENANG & OALUTTA	NAMSANG	Friday, 27th Sept., Noon.
SHAI & POOUHOU	TUNGSHING	Wednesday, 25th Sept., Noon.
MANILA	YUENSANG	Saturday, 28th Sept., 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).  
The steamers "Kut-wah," "Namsang" and "Kookwang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lungang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 10 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, via Chungking.  
Taking Cargo on Through Bills of Lading to Kudd, Lahad Datu, Simporna, Tawau, Uman, Jesselton and Labuan.  
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.  
Telephone No. 215. General Managers.

## THE ROYAL MAIL STEAM PACKET COMPANY "SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

For	Steamship	Date of Departure
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE	About 11th Oct.
LONDON & ANTWERP	DEN OF GLAMIS	12th Oct.
SHANGHAI, KOBE & YOKOHAMA	DENBIGHSHIRE	27th Oct.
LONDON & ANTWERP	FLINTSHIRE	14th Nov.

Does not carry passengers.  
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate rates charged.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., AGENTS.

## HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

From	To	Steamship	Date of Departure
HONGKONG TO CANTON	CANTON TO HONGKONG	S.S. "SUI TAI"	Saturday, 21st September, 10.00 p.m.
HONGKONG TO CANTON	CANTON TO HONGKONG	S.S. "SUI AN"	Sunday, 22nd September, 10.00 p.m.

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.  
HONGKONG-MACAO LINE:  
S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. & 9 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 a.m. & 2 p.m. Sunday, at 7.30 a.m. & 5 p.m.  
On Saturday, the 21st September, the Company's S.S. "SUI TAI" and S.S. "SUI AN" will leave for Macao from WING LOK STREET WHARF at 2 p.m. & 7 p.m.

EXCURSION TO MACAO.  
On Sunday, the 22nd September, the Company's S.S. "HEUNGSHAN" will depart from the CANTON STEAMERS WHARF at 9 a.m. and return from Macao at 3 p.m., landing at the same wharf.  
The S.S. "SUI AN" will make a Special Trip from Macao, leaving at 6 p.m. Excursion Tickets issued for the "HEUNGSHAN" are available by this steamer.  
The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's WING LOK STREET WHARF, connecting with the return steamer from Macao at 6 p.m.

FARES AS USUAL.  
Further particulars may be obtained at the Office of the Company.  
CANTON-MACAO LINE.  
S.S. HOI-SANG, 457 Tons.  
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m. Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.  
CANTON-WUCHOW LINE.  
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the office of the HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED, ROYAL MARSHES (First Floor), Opposite the Bank of China.

## Shipping

## NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination	Steamers	Sailing Dates
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	ATSUTA MARU, Capt. J. Nagao, T. 16,000 HITACHI MARU, Capt. T. Yamawaki, T. 18,000	FRIDAY, 27th Sept., at 5 p.m. WEDNESDAY, 25th Oct., at Daylight.
VICTORIA, B.C., & SEATTLE via KEXLENG, SHANGHAI, MOJI, KURE, YOKOHAMA, SHIMIZU & YAMATO	STAMBA MARU, Capt. S. Wada, T. 12,500 SAWA MARU, Capt. Shimizu, T. 12,500	TUESDAY, 24th Sept., at 4 p.m. TUESDAY, 8th Oct., at Noon.
SYDNEY & MELBOURNE via MARILA, THUNDAY ISLAND, TOWNVILLE and BRISBANE	KUMANO MARU, Capt. M. Wickett, T. 9,600 YAWATA MARU, Capt. T. Sakino, T. 7,000	FRIDAY, 27th Sept., at Noon. FRIDAY, 25th Oct., at Noon.
BOMBAY & SINGAPORE & COLOMBO	WAKASA MARU, Capt. Nielsen, T. 12,500	MONDAY, 30th September.
CALCUTTA via SINGAPORE, PENANG & RANGOON	KIRIN MARU, T. 6,000	FRIDAY, 27th Sept.
YOKOHAMA & YOKOHAMA	YAWATA MARU, Capt. T. Sakino, T. 7,000	WEDNESDAY, 25th Sept., at Noon.
KOBE & YOKOHAMA	KITANO MARU, Capt. E. Ope, T. 16,000	WEDNESDAY, 25th Sept., at 5 p.m.
SHANGHAI & MOJI & KOBE	HAKATA MARU, Capt. H. Nomura, T. 12,500	WEDNESDAY, 25th September.
SHANGHAI & KOBE	HIROSHIMA MARU, Capt. Hirose, T. 5,000	MONDAY, 30th September.

1 Cargo only.  
Fitted with new system of wireless telegraphy.

## REDUCED RATES OF PASSAGE.

Hongkong to Pacific Coast points	1st class £25 2nd class £17
Hongkong to London via New York	1st class £66 2nd class £40
via Montreal	1st class £51 2nd class £37
Round-the-World, 1st class throughout, via New York	£102
Montreal	£100

N.B. While rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

T. KUSUMOTO, Manager.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & NEWHONGWANG	"LINAN"	23rd Sept. 11 light.
CHIEFOO & NEWHONGWANG	"NINGPO"	22nd "D'light.
HAIPHONG	"SUNGKIANG"	24th "8 a.m.
MANILA, OBU & LOLO	"TAMING"	24th "4 p.m.
TIENSIN	"HUICHOW"	28th "4 p.m.
SHANGHAI	"CHINHUA"	26th "4 p.m.
WEIHAIWEI, CHIEFOO & TIENSIN	"KUEICHOW"	28th "4 p.m.
SHANGHAI	"ANHUI"	28th "M'night.

## AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.  
"TAIWAN" ... 21st Sept., Noon.  
This steamer has superior accommodation with Electric Light throughout and Electric Fan in Saloons. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

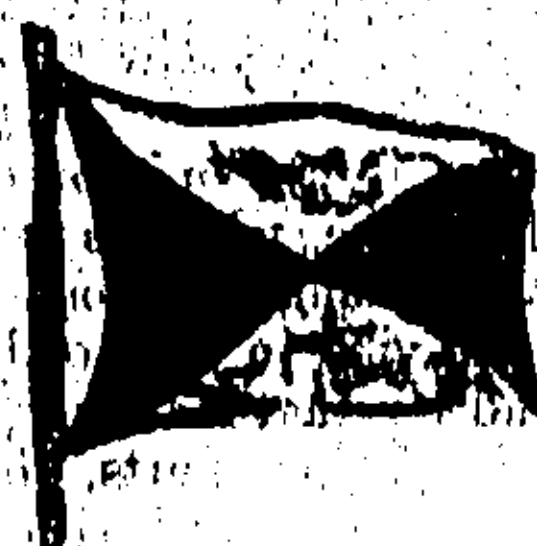
DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".  
S.S. MANILA LINE—Twin Screw Steamers "Tao" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft. Saloon accommodation of a.s. "Kaifong" is situated on deck; aft. Electric Fans fitted.  
S.S. SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Chihwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murphy Pier at 10 o'clock every Saturday night.  
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45.—Return \$75.  
NEW SERVICE.  
SHANGHAI TO ANTUNG.  
Sailing on alternate Wednesdays.  
For Freight or Passage apply to BUTTERFIELD & SWIRE.  
Telephone No. 86.  
Hongkong, 21st September, 1912.

## Shipping

## HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO.



Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 21st Sept., 4 p.m.
ZAFIRO	4000	M. U. Smith	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 28th Sept., 4 p.m.

For Freight or Passage apply to SHEWAN TOMES &amp; CO., GENERAL MANAGERS, Hongkong 11th September, 1912.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tibodas	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tilmah	SHANGHAI	2nd half Sept.	JAVA	2nd half Sept.
Tilkin	JAVA	2nd half Sept.	JAPAN	2nd half Sept.
Tillwong	JAPAN	1st half Oct.	JAVA	1st half Oct.
Tilmanock	JAPAN	1st half Oct.	JAVA	1st half Oct.
Tilpanas	JAVA	1st half Oct.	SHANGHAI	1st half Oct.
Tilroam	JAVA	1st half Oct.	SHANGHAI	1st half Oct.
Tiljatap	JAVA	2nd half Oct.	SHANGHAI	2nd half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.  
For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, Telephone No. 375, York Building.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all ports in the United States and Canada, and with Trans-Atlantic Lines to Europe.

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	11,000	W. W. Green	Oct. 8th, Noon.
S.S. "Nippon Maru"	21,000	A. O. Stevens	Oct. 29th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Nov. 5th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 26th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws.  
All steamers carry Japanese Government wireless telegraph and post office.  
The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA and HONOLULU on TUESDAY, the 8th Oct., at Noon.

## INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 29th October, at Noon.

## SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and Tehuantepec National Railway at Salina Cruz.

Steamer	Tons	Date of sailing
Buyo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, November 3, Noon.
Kiyo Maru	17,500	Saturday, February 1, 1913.

For Further Particulars as to Passage and Freight, apply to S. MORIMOTO, Agent, (KING'S BUILDING Opposite Blake Pier)

## "THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONOLIA	MANCHURIA	KOREA	SIBERIA
11,000 tons, twin screws.	22,000 tons, twin screws.	18,000 tons, twin screws.	15,000 tons, twin screws.
Also Nile, 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nippon, Kobe (via Island Sea), Yokohama and Honkoku (The Paradise of the Pacific). Through Service via New York to Europe.

## SOME FEATURES OF SERVICE.

LIGHTS AND FANS—Individual Electric Reading Light in each berth and Electric Fan in each Steamer.  
SWIMMING TANK—Is installed on deck for salt water plunge. Bathing suits on board.  
HAND—Filipino string band Concerts after afternoon and evening meals during Tiffin and Dinner.  
CURSING—The Captain is under the direct supervision of one of the world's most famous caterers.  
GAMES AND AMUSEMENTS—Deck Games, such as Chess, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments, dances and variety stage on deck are also arranged to while away the time.  
WIRELESS AND SUBMARINE SIGNAL SERVICE—The most powerful Wireless Telegraph apparatus is installed on all steamers. In used as an additional measure of safety.  
BEEP KEELS are fitted to the ships to prevent colliding at sea, thus ensuring perfect navigation and constant comfort.

Steamers	Tons	Stating	Sept.	24th	at 1 p.m.
China	10,200				
Manchuria	27,000				
Nile	11,000				
Mongolia	27,000				
Persia	9,000				

LET US PLAN AN ITINERARY FOR YOU  
King's Building (Opp. Blake Pier) FRÉD. J. HALTON, Telephone No. 141.  
Hongkong, 6th September, 1912.  
Panama-Pacific International Exposition-San Francisco-1915.

## WING KEE &amp; CO.

47-49, Colonnade Rd.

SHIPHANDLERS;

PROVISION &amp; COAL

MERCHANTS

Hongkong, 21st Sept. 1912.

## MEE CHEUNG.

ART. PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING &amp; ENGRAVING

Hongkong, 1st Mar. 1911.

## LOG BOOK.

## Drowned During Gun-practice.

Two seamen, Isaac Wal or Conway and Harold Stewart, were washed overboard and drowned while at work on a target on board H.M.S. Superbat gun practice in the English Channel.

## A Midshipman's Suicide.

A verdict of suicide whilst temporarily insane was returned at an inquest at Loders, Bridport, on Midshipman Charles Anthony Grentor, of the Hibernia, who shot himself in a copse at Loders. Evidence was given that the youth was found with a revolver in his hand. He left a letter stating: "I die in full possession of my senses. My only request is that there shall be no form of funeral service and no tombstone erected over my grave." A brother stated that study apparently had been too much for the young officer's mental balance.

## C.P.R. Officers' Dispute.

The Mount Royal, the Canadian Pacific Company's steamship, which the Masters' and Mates' Union attempted to detain in port owing to the alleged victimization of a chief officer, was able to sail on August 22 from London with her usual complement of officers. Several of the officers of the company have joined the recently-formed Union of Masters and Mates, and two of them refused to sign on until the chief officer had been reinstated. In addition to the reinstatement of that officer, the union asked for an all-round increase of pay for the officers.

## Vancouver Harbour.

Yet another visitor is greatly impressed by Vancouver's harbour, in the person of Senator J. M. Wilson, of Montreal, who says the harbour is a ready-made one, whereas to make Montreal harbour a tremendous expenditure of money is required and furthermore there are many difficulties to overcome. He anticipates that the big dry dock at Montreal will be finished late this year and that when completed will be able to accommodate any large vessels which need repairs, avoiding having to send them to England.

Sonator Wilson told the "Vancouver World" that he had heard nothing of a recent story to the effect that grain men were shipping their wheat via Buffalo because there was not sufficient elevator capacity in Montreal. He added that he believed this city would soon be the other great Canadian harbour and said Canada would produce enough grain and other produce to keep both busy.

## America's Merchant Ships.

Governor Wilson, Democratic candidate for the Presidency of the United States, in his speech accepting the nomination, spoke briefly on America's merchant marine as follows:—

The question of a merchant marine turns back to the tariff again to which all roads seem to lead, and to our registry laws, which, if coupled with the tariff, might almost be supposed to have been intended to take the American flag off the seas. Bounties are not necessary, if you will but undo some of the things that have been done. Without a great merchant marine we cannot take our rightful place in the commerce of the world. Merchants who must depend upon the carriers of rival mercantile nations to carry their goods to market are at a disadvantage in international trade too manifest to need to be pointed out; and our merchants will not long suffer themselves to be placed at such a disadvantage. Our industries have expanded to such a point that they will burst their jackets if they cannot find such an outlet unless they be given ships of their goods—ships that will go the routes they want them to go—and prefer the interests of America in their sailing order and their equipment. Our domestic market no longer suffices. We need foreign markets. This is another force that is going to break the tariff down. The tariff was once a bulwark; now it is a dam. For trade is reciprocal; we cannot sell unless we also buy. It is believed that Governor Wilson favours the observance of the Anglo-American treaty in regard to Panama Canal tolls, but no explicit reference to that controversial topic was made in his speech.



## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,  
Lyon, Genoa, and other Mediterranean Ports, Black Sea and  
Port, and all North and South American Ports.

## Next Sailings from Hongkong:

## OUTWARD.

For Shanghai, Kobe & Yokohama:  
"O. F. LARSEN" 21st Sept.  
"ARADIA" 26th Sept.  
"SCANDIA" 18th Oct.  
"BAYERN" 17th Oct.  
"LIBERIA" 7th Nov.  
"ALEXIA" 19th Nov.

For Further Particulars, apply to—

## HOMEWARD.

For Rotterdam, Hamburg & Ant.  
"S. S. BELGRAVIA" 5th Oct.  
For Havre, Rotterdam & Hamburg:  
"S. S. O. J. D. AILLERS" 9th Oct.  
For Havre, Bremen & Hamburg:  
"S. S. C. F. LAEISZ" 23rd Oct.  
For Havre & Antwerp:  
"S. S. SPEZIA" 28th Oct.  
For Marseilles, Rotterdam & Hamburg:  
"S. S. SACHSEN" 30th Oct.

Hamburg-Amerika Linie,  
Hongkong Office.

## LOG BOOK.

Registry of Vessels in Kwan-  
tung Leased Territory.

The "Hochi Shimbun," one of the most influential newspapers of Tokyo, in a recent issue, says that the vessels imported from abroad by Japanese owners of tramp steamers for the purpose of having them registered at the Marine Office of the Kwantung Government, and chartering them to Japanese shipping firms at a comparatively low scale, have markedly increased of late. The same paper then goes on to refer to the above-mentioned tendency as anything but conducive to the healthy development of the shipping traffic of Japan, on the ground that the Kwantung Government is equipped with no adequate arrangements for the necessary examination of vessels under its jurisdiction. Such remarks, says the "Manchuria Daily News," are absolutely groundless and uncalled for. Any one can easily satisfy himself of their being an offspring of ignorance. Reference is invited to the Regulations concerning the Registry of Vessels in the Kwantung Leased Territory published by the Government in July, 1911.

**International Weather Bureau.**  
A scheme which Professor Moore, head of the Meteorological Office, Washington, has under consideration involves the organization of an international weather bureau. According to the proposal a median line is to be established through the North Atlantic, and all ships fitted with wireless apparatus sailing on either side of it will be required to take a daily weather observation. The idea is that vessels in the eastern half of the ocean shall re-lay reports to London and Paris, and those westward of the line to Washington. By a close comparison of the messages it is considered that it will be possible to estimate the track and speed of storms; make up a weather chart for sailing to each side of the Atlantic every day, and warn navigators when precautions are necessary.

## VESSELS IN PORT.

**Steamers.**  
Buyo Maru, Jap. a.s., 8,242, Haibito, 17th Sept.—Mojl 12th Sept., Coal.—T. K. K.  
Carl Diederichsen, Ger. a.s., 774, Ch. Jungfrau, 17th Sept.—J. & Co. Hopkote, Br. last.—J. & Co. Camillo, Br. a.s., 8,149, A. M. John, 16th Sept.—Tientsin 9th Sept., Ballast.—A. P. Co.  
Obina, Am. a.s., 8,189, R. Allan, 13th Sept.—San Francisco 17th Sept., Mail and Gen.—P. M. S. S. Co.  
Chip Bling, Br. a.s., 1,199, Mooney, 20th Sept.—Canton 18th Sept., Gen.—J. M. & Co.  
Daig Maru, Jap. a.s., 884, Y. Somelawa, 18th Sept.—Swatow 18th Sept., Gen.—O. S. K.  
Elcano, Am. a.s., 654, Altonage, 9th Sept.—Manila 6th Sept., Sugar.  
Ericksen, Nor. a.s., 1,846, Argauer, 19th Sept.—Canton 18th Sept., Ballast.—M. B. K.  
Fausang, Br. a.s., 1,410, H. B. M. kin, 18th Sept.—Sourabaya 7th Sept., Ballast.—J. M. & Co.  
Hansgang, Br. a.s., 1,855, S. Wilda, 18th Sept.—Canton 19th Sept., Gen.—J. M. & Co.

## To Sail

THE "INDRA" LINE,  
LIMITED.FOR BOSTON & NEW YORK, via  
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"INDRASAMHA,"

Captain Jones, will be despatched as above on 26th September.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong 2nd Sept., 1912. [666]

FOR SINGAPORE, PENANG  
AND CALCUTTA.(Taking cargo on Through Bills of  
Lading to Rangoon, Madras,  
and Mauritius.)

THE Steamship

"JAPAN,"

Capt. L. J. Appleton, will be despatched for the above ports on

SUNDAY, the 24th inst., at noon.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LTD.,  
Agents.

## VESSELS TAKING CARGO.

## European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
Europe	Goeben	M. & Co.	20 October
London, &c.	Ceylon	P. & O. Co.	4 October
London and Antwerp	Don of Glamis	J. M. & Co.	12 October
Rotterdam, &c.	Belgravia	H. A. L.	5 October
Havre and Antwerp	Spazia	H. A. L.	28 October
Havre and Hamburg	Arcadia	H. A. L.	3 November
Havre and Hamburg, &c.	O. J. D. Ailliers	H. A. L.	7 October
Marseilles, &c.	Sachsen	H. A. L.	30 October
Marseilles, London & Antwerp via Singapore, &c.	Atsuta Maru	N. Y. K.	27 Sept., p.m.
Trieste, &c.	Austria	S. W. & Co.	1 October
do	Africa	S. W. & Co.	22 September
Glasgow and Hull	Glanochy	S. T. & Co.	15 October
Cape Ports via Mauritius	Dunoric	Bank Line	End September

## New York, San Francisco and Canada.

New York	Pathan	D. & Co.	8 October
New York via Suez	Indrasamha	J. M. & Co.	28 September
Boston and New York	Jessie	A. K. & Co.	28 October
San Francisco	China	P. M. Co.	24 September
do	Manchuria	P. M. Co.	1 October
San Francisco, &c.	Chiyo Maru	T. K. K.	8 October
Mexico, Peru, Chili via Japan	Buyo Maru	T. K. K.	4 October
Victoria, B.C.	Tacoma Maru	O. S. K.	3 October
do	Panama Maru	O. S. K.	15 October
Victoria, B.C., and Seattle via Shanghai, &c.	Tamba Maru	N. Y. K.	24 Sept., 4 p.m.
Victoria, Vancouver, B.C., Seattle & Tacoma, &c.	Orterio	Bank Line	3 October
Vancouver	Empress of India	O. P. R. Co.	28 October
Vancouver via Ports	Monteagle	O. P. R. Co.	5 October

## Australia.

Australian Ports	Empire	G. L. & Co.	25 September
do	Kumano Maru	N. Y. K.	27 September
Australian Ports via Manila	Prinz Waldemar	M. & Co.	5 October

## Singapore, Coast Ports and Japan.

Batavia, &c.	Tjibodas	J. O. J. L.	23 September
Batavia, Cheribon, Samarang, &c.	Tjibah	J. O. J. L.	Quick despatch
do do do	Tjitaroom	J. O. J. L.	Quick despatch
Philippines	Taming	B. & S.	24 September
do	Zafiro	S. T. & Co.	28 September
do	Yuenan	J. M. & Co.	28 September
Bombay	Wasaka Maru	N. Y. K.	30 September
do	Davanla	P. & O. Co.	28 September
Straits	Fusang	J. M. & Co.	24 September
Straits and Rangoon	Muttra	J. M. & Co.	23 September
Kadut and Sandakan	Borneo	M. & Co.	24 September
Japan	Yawata Maru	N. Y. K.	25 September
do	Kutsang	J. M. & Co.	24 September
do	Peking	A. N. & Co.	23 October
Japan, &c.	China	S. W. & Co.	28 September
do	Scandia	H. A. L.	13 October
do	Bayern	H. A. L.	17 October
do	Liberia	H. A. L.	7 November
do	Alesia	H. A. L.	10 November
Tientsin	Chipseling	J. M. & Co.	22 September
Weihaiwei and Tientsin	Kuichow	B. & S.	28 September
Amoy, &c.	Soshu Maru	O. S. K.	20 October
Haiphong	Sikang	M. M. Co.	25 September
Swatow	Haiman	D. L. & Co.	22 September
Foochow, &c.	Kaijo Maru	O. S. K.	25 September
Tamsui, &c.	Daiji Maru	O. S. K.	22 September
Shanghai and Japan	Hakata Maru	N. Y. K.	25 September
do do	Kutsang	J. M. & Co.	23 September
do do	St. Albans	G. L. & Co.	22 September
do do	Derflinger	M. & Co.	21 September
Shanghai, Moji, Kobe and Yokohama	Nankin	P. & O. Co.	22 September
Shanghai, Kobe, &c.	Flintshire	J. M. & Co.	11 October
Shanghai	Arcadia	H. A. L.	28 September
do	Koerber	S. W. & Co.	5 October
do	Scandia	H. A. L.	10 October
do	Hiroshima Maru	N. Y. K.	30 September
do	Hangang	J. M. & Co.	22 September
do	Tungshing	J. M. & Co.	25 September
do	Chinhua	B. & S.	28 September
do	Anhui	B. & S.	28 September

## To Sail

THE AMERICAN & ORIENTAL  
LINE.FOR BOSTON & NEW YORK via  
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"JESERIC,"

Captain White, will be despatched as above on SATURDAY, the 26th October.

For Freight apply to

ARNOLD, KARBURG & CO.,  
General Agents.

Hongkong, 19th Sept., 1912. [678]

INDO-CHINA STEAM NAVI-  
GATION CO., LTD.FROM CALCUTTA, PENANG  
AND SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above Ports

Consignees of cargo by her are hereby

notified that their goods will be de-

livered from alongside.

Cargo impeding the discharge or

remaining on board after 4 p.m. of the

20th inst., will be landed at Consignee's

risk and expense.

No Fire Insurance will be effected.

## To Sail

## Regular Steamship Service

With Liberty to call at the  
Malabar Coast.

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" ... On or about

10th Oct.

For Freight and further information,  
apply toDODWELL & CO., LTD.,  
Agents.

Hongkong, 19th Sept., 1912. [682]

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON"

FROM LEITH, MIDDLEBRO',  
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the hazardous

and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and

Godows Co., Ltd., whence and/or

from the wharves delivery may be

obtained.

No Claims will be admitted after the

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For

Swatow

Haiman

Carl Diederichsen

Tamsui

Jedda

Japan

Tientsin

Sourabaya

Batavia

Straits, etc.

Japn.

Haiphong

Japan, etc.

Helmdal

Tjibodas

Muttra

Kutsang

Nankiang

Nankin

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

From

Shanghai

Singapore

Shanghai

Singapore

Sydney

Hakata-maru

Yawata-maru

## ARRIVE ON MONDAY.

Hakata-maru

Yawata-maru

## AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Milla

The P. M. S. S. Co.'s s.s. Mongalla  
with the American Mail, left San  
Francisco for this port via Honolulu,  
the Japan ports and Manila on the  
14th inst.The T. K. K. s.s. Chiyo Maru  
arrived at Yokohama from Honolulu  
on the 17th inst., and is expected in  
Hongkong on the 27th inst.The T. K. K. s.s. Nippon Maru  
leaves San Francisco for Hongkong  
via usual ports on the 21st inst., and  
is due here on the 18th prox.The T. K. K. s.s. Tanyo Maru  
arrived at San Francisco from Honolulu  
on the 16th inst., and leaves again  
on the 27th inst.The P. M. S. S. Co.'s s.s. Manchuria  
with the American Mail, arrived at  
Manila on Monday, the 16th inst.,  
between 10 a.m. and noon and will  
sail from that port on Saturday, the  
21st, between 2 p.m. and 4 p.m.

## AUSTRALIAN MAIL.

The N. Y. K. s.s. Yawata Maru,  
Australian Line, left Sydney for this  
port on the 4th inst., and is expected  
here on the 28th inst.

## CANADIAN MAIL.

The C. P. R. Co.'s s.s. Empress of  
India, which left here on the 24th ult.,  
arrived at Vancouver, B.C., on Sunday,  
the 16th inst., at 4.00 p.m.

## MERCHANT STEAMERS.

The Mogul Line s.s. Montrose sailed  
from United Kingdom on the 17th  
ult., for Hongkong via the Straits.The Barber Line s.s. Wray Castle  
sailed from New York on the 18th  
ult., for Hongkong via the Straits.The Barber Line s.s. Muncester  
Castle sailed from New York on the  
25th ult., for Hongkong and the Far  
East.The Russian V. F. s.s. Moghilev  
sailed from Colombo on the 10th inst.,  
and is expected to arrive in Hongkong  
on the 26th inst., morning.The Saseg Line s.s. Soangchoon  
left Rangoon on the 16th inst., for  
Hongkong via Penang and Singapore  
and is expected to arrive here on the  
27th inst., at noon.The T. K. K. s.s. Kiyo Maru  
arrived at Manzanillo on the 19th  
inst., and is due at Salina Cruz on the  
23rd inst.The T. K. K. s.s. Hongkong Maru  
left Calcutta for Salina Cruz on the 16th  
inst., where she is due on the 24th  
inst.The s.s. Middleham Castle arrived  
at New York on the 10th inst.The s.s. Egremont Castle sailed from  
New York on the 12th inst., for the  
Far East.The P. & O. S. N. Co.'s s.s. Nankin  
left Singapore for this port on the 17th  
inst., at 7.30 a.m., and is due here on  
the 22nd inst., at about 8 a.m.The s.s. City of Baroda left Sabang  
on Tuesday, the 17th inst., and is due  
here on Wednesday, the 26th inst.,  
daylight.The s.s. Glenislas passed the Suez  
Canal on Tuesday, the 17th inst., for  
Hongkong via Straits.The L. O. S. N. Co.'s s.s. Kumsang,  
from Calcutta, is due at Hongkong on  
the 27th inst., and leaves for Japan  
on the 28th inst.The L. O. S. N. Co.'s s.s. Yatahara,  
from Shimonski, is due at Hongkong  
on the 24th inst., and leaves for Straits  
and Calcutta on the 1st prox.The Sifia Line s.s. Flintshire, from  
London is due at Hongkong on the  
11th prox. She passed Canal on the  
10th inst.The s.s. Glentworth left Singapore  
on Friday, the 20th inst., and is due  
here on Thursday, the 26th inst., at  
daylight.The Russian s.s. Lituanis left Sabang  
on the 19th inst., and may be expected  
here on or about the 26th inst.The N. Y. K. s.s. Awa Maru,  
American Line, left Kobe for this port  
via Moji and Shanghai on the 20th  
inst., and is expected on the 29th  
inst.The N. Y. K. s.s. Kuma Maru,  
Australian Line, left Nagasaki for this  
port on the 20th inst., and is expected  
on the 24th inst.The N. Y. K. s.s. Kira Maru,  
Osaka Line, left Moji for this port  
on the 20th inst., and is expected  
on the 25th inst.The N. Y. K. s.s. Hakata Maru,  
Bomby Line, left Singapore for this  
port on the 18th inst., and is expected  
on the 23rd inst.The N. Y. K. s.s. Kitano Maru,  
European Line, left Singapore for this  
port on the 19th inst., and is expected  
on the 24th inst.The A. L. s.s. Africa left Shanghai  
for this port on the 19th inst., p.m.,  
and will arrive here on the 22nd inst.,  
a.m.The H. A. L. s.s. Arcadia left Singa-  
pore on the 19th inst., at noon, and  
may be expected here on or about the  
24th inst., a.m.The Sifia Line s.s. Nippon Maru  
will leave New York for San Francisco  
via Honolulu, Kobe, Yokohama and  
Manila on Sunday, the 24th inst., at 4 p.m.

## HOTEL LIST.

## HONGKONG HOTELS.

Adams, Mr. & Mrs.	Jobor, Geo. S.
Barbieri, A. T.	Jones, J. W.
Beaumont, G. A.	Koch, R. V.
Bell, C. D. J.	Komor, S.
Beta, G. A.	Kruck, H.
H.	Lehnert, G. F.
Booker, S.	Lloyd, G. T.
Brill, Dr.	Mair, J. B.
Brown, Mr. & Mrs.	Mariotti, Dr. O.
S. B.	McIntyre, Mr. & Mrs.
Buchner, O.	Mrs. Neil
Carvill, A.	Molachlan, D.
Chilton, A. A.	Martin, Miss S.
Cohen, S. K.	Marsball, W. B.
Cokely, T. J.	Merker, H. L.
Cooper, W. A. J.	Matheson, Mrs. R.
Coutant, J.	T. & Child
Croucher, Miss	McKenney, Dr. C.
Curry, G. P.	W.
Davis, C. H.	Molte, K. B.
Defor, C.	Marck, J.
D'Ostling, V.	Muir, W.
Douglas, Mr. R. H.	Mulder, Mr. and Mrs.
Drew, W. O.	Mrs. J. D. F.
Eames, E. J. W.	Morris, J.
Ehrenfeld, Mr. and Mrs.	Nottingham, Capt.
Mrs. H. O.	Mrs. F. D.
Finlayson, Mrs. O.	Plesbergen, H.
Moore, L.	Pringle, W. Jun.
Pisher, H. G.	Randall, Dr. L. F.
Fowler, E. A. S.	Ray, R. H.











## INTERPORT CONTESTS.

Hongkong Lead by Nineteen Points to Nine.

Despite the weather conditions prevailing yesterday afternoon, there was a good attendance at the V.R.C. to witness the Interport aquatic contests and incidentally the club races.

The 220 yards Interport race was easily won by Berthet for Shanghai. McCabe looked none too well when he lined up with the contestants and perhaps it would have been wiser from a health point of view if he had not stripped on such a wet day. Cruz, of Hongkong, was the only man Berthet had to fear. Cruz certainly swam gamely, but when the effort was needed he lacked the dash and powerful finish of the Shanghai representative.

Souza won the Interport long plunge event, with Witthell second.

In the Interport back race Witthell and Hutton had matters their own way and the former won by twenty-two feet. The Shanghai men were never dangerous and the fact that Witthell collided at every turn with Berthet did not seriously affect the result as before Witthell could collide with Berthet he had naturally to be on the return and must therefore be some yards in front.

The evening ended with Hongkong leading on the two days by nineteen points to nine.

## THE EVENTS.

Hurdle Race (Two Lengths Handicap. Members only).—First heat, 1. A. J. V. Ribeiro; 2. J. M. Roza Pereira (2). The winner led from the start and obstacle and never being headed, won easily by two yards. Time 37.1/5 sec.

Second Heat.—1. A. H. Carroll (2); 2. F. L. da Roza (scratch). The winner won easily. Time 39.2/5 sec.

## Long Plunge (Interport.)

This event was the centre of much interest. Witthell, Tata, Calvert, Ellis, and Souza represented the home team, whilst Berthet and McCabe represented Shanghai.

Witthell was the first to enter the water and reached 52. Tata dived too deep and had hardly reached the surface before he turned. Ellis plunged 55 feet and then McCabe reached the 60 foot mark. Calvert just turned 53 and then Souza eclipsed the bunch with a plunge of 61 ft. 3 in. This mark stood good and Souza was eventually declared the winner with Witthell second with a mark of 60 ft. 3 in.

Two Lengths Handicap. Final.—Ribeiro (4); 2. Pereira (4).

Ribeiro won by half a yard. Time 32.25 sec.

## 220 Yards (Interport.)

The contestants were: Claxton, Souza, Cruz—Hongkong; Berthet, McCabe, Brown—Shanghai.

From the commencement Cruz set the pace and held the lead until the fourth length, where he was joined by Brown with Berthet third, lying handy. Thus they swam with Claxton, Souza, and McCabe out of it. At the fifth turn Berthet turned first, but he made very little ground, as Cruz was quickly alongside of him. At the last turn but one Berthet commenced to assert himself, closely followed by Cruz, and McCabe out of it.

At the fifth turn Berthet turned first, but he made very little ground, as Cruz was quickly alongside of him. At the last turn but one Berthet commenced to assert himself, closely followed by Cruz, and McCabe out of it.

Four Lengths Handicap (members only).—First heat.—1. A. V. Barros (5); 2. J. M. Roza Pereira (8). Time 74.5; second heat: 1. A. H. Carroll (7); 2. F. L. da Roza (2). Time 77.4/5.

## Back Race—Four Lengths (Interport.)

Barros, Witthell and H. W. Hutton (assistant ship's steward, H. M. S. Tamar) represented Hongkong, and Berthet and McCabe, Shanghai.

Witthell led from start to finish, but unfortunately collided with Berthet at every turn. The 220 yards were, however, always in the safe keeping of Hongkong, as Hutton was second to Witthell twenty two feet away. Witthell was loudly applauded for his victory. Time 85.4/5. Hutton's time was 88.4/5.

The Whites met the Blues, L. Lamont being the skipper of the former team and A. H. Carroll the second. The Blues were the first to get busy in the real sense and Sewell was not long in annexing a goal. This score was the only one up to half time.

In the second moiety Rodrigues equalised and the game finished with the scores level.

## SHORT SERMON.

The text for this brief Sermon is taken from an address delivered last winter by George Wharton Pepper, who said:

Christianity, if we would live it, would be the greatest power in the world against socialism. But a great many Christians are only lukewarm in their religion. If Christianity were to fail, socialism would be the world's only hope.

"If we would live it!" On these five words depend so much of humanity's future welfare, peace and progress that they seem fraught with some mysterious power, when one stops to think them over.

"If we would live it!" Nothing in this short sentence is of more importance than this little word "we."

Many times we hear men and women talking about the results of Christianity, and nearly always such conversations include a remark about the failure of "people" to "live" the teachings of the Master. It is this willingness to place the blame impersonally, as it were, that is one of the real reasons for the lack of results.

Even a cursory study of Christ's teachings makes it clear that he did not expect them to furnish a foundation for argument, discussion and doctrinal hair-splitting. It was a life that he taught, not a lesson couched as are ordinary lessons.

If we are to be true and faithful followers of him, we must live what he lived. Not in many instances will it be necessary for us to suffer as he suffered, but in every instance it should be our chief aim to guide our daily lives by his life.

We are the ones to do this. Whatever those who have lived and died may have done or left undone is not our concern. What may be done or left undone is not our concern. What may be done by those who come after us is our concern, and vitally so, because we are responsible in a large measure for the conduct and character of those unborn generations.

The religion which bears Christ's name should not be an ornate, complex system of belief embellished with all manner of forms and ceremonies and sunk almost out of sight in a sea of varying doctrines.

In substance, it is a matter of loving and working—of loving others as well as ourselves and of working for others as well as for ourselves.

The late William T. Stoddard once said that if Christ should come back to this earth and visit Chicago, surely he would stop at Hull House while there. Hull House is the centre of the great work brought into being by Jane Addams.

This statement points a truth that is worthy of our best thoughts and our most earnest efforts in the line of right-doing. It would be a fine thing if each of us tried to live that if the Man of Galilee were to wander in person along the streets to-night, he would not have to choose any particular house in which to lodge, but would feel at home in the first one at the door of which he knocked.

It would not be an impossible achievement, by any means. It can be put in words so few and simple that at one reading of them the wonder arises as to why it should not long since have been generally achieved. For it is a matter of love and work, and those are the parents of justice, which was the chief aim of Jesus Christ.

Chinese Autumn Manoeuvres. General Li has decided to hold autumn manoeuvres this year at Wuchang. One regiment, says the "Peking Daily News," will be selected from each division for the purpose. Various conscripts and other prominent guests will be invited to attend the manoeuvres.

## POST OFFICE.

## SIBERIAN ROUTE. SUPERSCRIPTION. UNNECESSARY FOR EUROPE.

Letters and post cards for Europe will in future be despatched by the route of Siberia unless marked by the sender for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

## MAILS VIA SIBERIA.

Left London Aug. 28 Sept. 14  
Sept. 1 Sept. 16

## MAILS DUE.

Siberian, Chinghai, 22nd inst.  
French, Nera, 23rd inst.  
American, Chio Maru, 27th inst.  
American, Nippon Maru, 18th prox.

## MAILS CLOSE.

Swatow—Per Haimun, 22nd Sept. 9 a.m.

Shanghai, North China and Japan via Moji—Per Nankin, 22nd Sept. 9 a.m.

Swatow, Amoy and Formosa via Tamsui—Per Daigimaru, 22nd Sept. 9 a.m.

Japan and Moji—Per St. Albans, 22nd Sept. 9 a.m.

Straits and India via Calcutta—Per Japan, 22nd Sept. 9 a.m.

Hoihow—Per Carl Diederichsen, 22nd Sept. 9 a.m.

Shanghai, North China, and Japan via Kobe—Per O. F. Loebe, 22nd Sept. 9 a.m.

Straits—Per Silesia, 22nd Sept. 9 a.m.

Batavia, Samarang, Sourabaya and Macassar—Per Tjiboda, 22nd Sept. 11 a.m.

Straits and Burma—Per Muttra, 22nd Sept. 11 a.m.

Samarang—Per Helmdal, 23rd Sept. 11 a.m.

Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin—Per Taiyuan, 23rd Sept. 11 a.m.

Macao—Per Sai Tai, 23rd Sept. 1.15 p.m.

Haiiphong, Pakhoi and Saigon—Per Sungking, 23rd Sept. 5 p.m.

Haiiphong, Pakhoi and Saigon—Per Michael Jensen, 23rd Sept. 5 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per Nera, 23rd Sept. 5 p.m.

Straits, Samarang and Sourabaya—Per Fanning, 24th Sept. 10 a.m.

Shanghai, North China and Japan via Kobe—Per Kutsang, 24th Sept. 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.)—Per Caledonia, 24th Sept. 11 a.m.

Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Siberian Mail via Nagasaki)—Per China, 24th Sept. 11 a.m.

Macao—Per Sai Tai, 24th Sept. 1.15 p.m.

Philippine Islands—Per Taming, 24th Sept. 3 p.m.

Philippine Islands, Australia, Tasmania and New Zealand via Thursday Islands—Per Empire, 25th Sept. 10 a.m.

Swatow, Amoy and Foochow—Per Haimun, 25th Sept. 10 a.m.

Swatow, Amoy and Foochow—Per Haimun, 25th Sept. 10 a.m.

Tientsin—Per Huihow, 25th Sept. 5 p.m.

Shanghai and North China—Per Chinghai, 26th Sept. 3 p.m.

Straits, India via Calcutta—Per Nankin, 27th Sept. 11 a.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, Sept. 27th at 5 p.m.—Per Devanha, 28th Sept. 11 a.m.

Philippine Islands—Per Yuenang, 28th Sept. 1 p.m.

Weihaiwei, Chefoo and Tientsin—Per Kutsang, 28th Sept. 3 p.m.

Weihaiwei, Chefoo and Tientsin—Per Kutsang, 28th Sept. 3 p.m.

Shanghai and North China—Per Anhui, 28th Sept. 5 p.m.

Japan via Yokohama—Per Futaba, 28th Sept. 11 a.m.

Philippine Islands—Per Yuenang, 28th Sept. 1 p.m.

Weihaiwei, Chefoo and Tientsin—Per Kutsang, 28th Sept. 3 p.m.

Weihaiwei, Chefoo and Tientsin—Per Kutsang, 28th Sept. 3 p.m.

Shanghai and North China—Per Anhui, 28th Sept. 5 p.m.

Japan via Yokohama—Per Futaba, 28th Sept. 11 a.m.

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Shanghai and North China—Per Anhui, 28th Sept. 5 p.m.

Japan via Yokohama—Per Futaba, 28th Sept. 11 a.m.

## SHIPPING NEWS.

## ARRIVED.

O. Fe. d. sein, Ger. s.s., 3,157 T. O. Geipel, 20th Sept.—Singapore

12th Sept. Gen.—H. A. L. Tjiboda, Dutch s.s., 2,053 T. Kroos, 20th Sept.—Amoy 19th Sept. Gen.—J. O. J. L.

Wong Koi, Ger. s.s., 1,115 T. H. Oltmanns, 21st Sept.—Swatow, Balist.—B. & S.

Haimun, Br. s.s., 641 T. J. W. Evans, 21st Sept.—Foochow, Amoy and Swatow 20th Sept. Gen.—D. L. & Co.

Kaijo Maru, Jap. s.s., 1,292 T. Yamamoto, 21st Sept.—Swatow 20th Sept. Sundries.—O. S. K.

Michael Jensen, Ger. s.s., 951 T. Petersen, 21st Sept.—Canton 20th Sept. Gen.—J. & Co.

Lianan, Br. s.s., 1,352 T. O. Williams, 20th Sept.—Canton 19th Sept. Gen.—B. & S.

Wingang, Br. s.s., 1,513 T. H. Lihman, 21st Sept.—Canton 20th Sept. Ballast.—J. M. & Co.

Kiev, Rus. s.s., 3,127 T. Stebel, 21st Sept.—Singapore 15th Sept. Gen.—Lukmanoff.

Yushun, Chi. s.s., 1,079 T. H. Pratt, n.s.s., 21st Sept.—Tientsin via Ghefoo 14th Sept. Gen.—O. M. S. N. Co.

OLEANOS AT THE HARBOUR OFFICE.

Thongwa, for Kobe.

Daigimaru, for Tamsui.

Chihping, for Tientsin.

Haimun, for Swatow.

Loongang, for Manila.

Hongchow, for Hongkong.

Rubi, for Cebu.

Laertes, for Saigon.

C. Ford, Laertes, for Yokohama.

Wong Koi, for Haiphong.

Yushun, for Chianwanan.

Japan, for Calcutta.

Ningpo, for Newchwang.

Hongkong, for Haiphong.

Kiev, for Vladivostok.

St. Albans, for Shanghai.

## DEPARTED.

Sept. 21.

Achilles, for Liverpool.

Marie, for Hongkong.

Hongchow, for Canton.

Chiyen, for Canton.

Ko truma, for Singapore.

Loongang, for Philippine Islands.

Ningpo, for Newchwang.

Hongkong, for Haiphong.

Passengers Arrived.

Per s.s. Kaijo Maru, arrived 21st Sept. from Swatow.

Andrews, W. E. Libenations, Sir C. Bryson, Miss E.

Gilders, Sir Lerey, Miss Johnson, Miss and Mills, L. I. Mrs.

Passengers Arrived.

Per s.s. St. Albans, arrived 20th Sept. from Melbourne, &c.:

Almude, Dr. Jackson, Mr. and Almude, Mrs. J. P.

Avery, W. H. Kos, Mr. & Mrs. Avery, J. E.

Low Kong Lee, Mrs. Ah You

Borges Lee Sing

Ponjanin, Father

Chiy Wai

Carvalho Magalhães, N. Magi

Delgado, Pedro

Diaz, Capt.

Dario, N.

E. A. C. E.

Fonseca, Lieut

Fonseca, Mrs.

Honriques, Senhor

Vollbrecht, Mrs. E.

SHIPS PASSED THE CANAL.

London, September 8.

Arrivals from China:—Belleroph n, Myrionid, Yok. Rheus.

The following vessels have passed the Canal:—Caledonia, Montrose, Princess Alice, Yunnan.

London, September 8.

Arrivals from China:—Brasilia, Indomestus, Kamo Maru, Bramley.

The following vessels have passed the Canal:—Armand Bédier, Dugbar, Indramy, Nyansa, Pera, Atreus.

London, September 10.

Arrival from China:—Prinzess Alice.

The following vessels have passed the Canal:—Benedict, Flintshire, Indramy, Kamber, Kangawa Maru, Laertes, Persen, Sithonia.

London, September 10.

Arrival from China:—Glenesk.

London, September 10.

Arrivals from China:—Almude, Behio, Monmouthshire, Middleham Castle, Samble.

The following vessels have passed the Canal:—Aki Maru, Bobemia, Derflinger, Indian, Lutzow, Patroclus, Pembrokehire, Wray Castle.

London, September 17.

Arrivals from China:—Benedict, Atreus.

The following vessels have passed the Canal:—Danbana, Glenesk, Hyson, Heless, Blokman, Iyo Maru, Nippon, Monmouthshire, Nyansa, Scandia, Tyden, Farol, Balow, Queen Alexandra.

London, September 20.

Arrivals from China:—Bobemia, Daubar, Lutzow.

The following vessels have passed the Canal:—Oryza, Glenesk, Nera, Scandia, Danbana, Kamber.

## WEATHER REPORT.

On the 21st at 12.30.—Pre air has decreased moderately between Shanghai and Vladivostok, and slightly over central Annam. It has increased slightly along the S. coast of China and over the Philippines.

The typhoon appears to be moving north-eastward, but this requires confirmation from observations at Formosa and the Loochoos, which are lacking.

A shallow depression covers the North China Sea. Moderate N. winds are indicated along the East coast of China, and moderate N.E. winds over the northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to day, 1.28 inches. FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

DISTRICT. FORECAST.

1 Hongkong and Neighb. N.E. winds, moderate, fair.

2 Formosa Channel N. winds, fresh.

3 South coast of The same as No. 1.

4 South coast of The same as No. 1.

China Coast METEOROLOGICAL REGISTER.

20th September, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wanchow 7 a 30.08 82.07 SW 0 b

Namun 6 a 30.06 — NW 2 b

Makodate 7 a 30.18 — NW 0 b

Tokio 7 a 30.15 — NW 0 b

Kobe 7 a 30.03 — SW 1 b

Nagasaki 7 a 29.99 — N 3 b

Kushima 7 a 29.94 — N 0 b

Oshima